

Scale AVIATION Modeller International

VALUE
100 pages

WITH
PULL OUT
SCALE PLANS

Nakajima Ki-84 Hayate

by Richard J. Caruana

FREE
Kit/book!
see page 979

Polish Nieuports
LTV F-8E Crusader
Kawasaki Ki-61 Hien

Focke-Wulf
Fw 190A-8
Fairchild 91
Flying Legends,
Duxford, 2004

WIN
Flanker!
see page 987





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AZTEK

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editorial

Pause for thought

First, let's get it over with, an apology! Last month I think that the strain had got to me, work, life and too many glue fumes led me to have a slight loss of concentration. You know how it is, no matter how many times you 'check', or, come to think of it, no matter how many times others check as well, the big errors just slip through! Wondering what I am on about? 'Grumman's Bent Wing Bird', the Grumman Corsair, what was I thinking of (obviously not aircraft!). To sum it up I should like to put the verse that was sent to me by SAMI reader George, as it says it all really.

*Now Grumman made cats by the score,
and Avengers to help win the war.
But from ten you get naught,
For the bent wings were Vought!*

Nuff said I feel, I will just have to keep taking the medication.

Well with that over and my lines duly written (Vought Corsair... Vought Corsair...) I should now like to add a little in the way of thanks to all of you who passed on your reactions to my comments in my editorial in the August edition. I certainly hit a chord there, as I do not think I have had such unanimous support before. It would seem that the core of this hobby is still just that, a hobby. The vast majority of you seem to be enjoying the hobby, as a pastime and a way of relaxing. The urge to 'cup collect' or similar does not exist and the whole point of our hobby, enjoyment, is not lost on you. It is great to see this is the case, as I had wondered, but it would seem the minority is once again the one with the loudest voice. Going by what has been said you all suffer from the thing that was highlighted to me by a contributor in the phrase "hobby rich, time poor". We all enjoy the hobby, in what ever level we choose to follow, but we all seem to be short of the time to dedicate to it. I feel that this is made worse by the fact that currently we are in a "product rich" era and we are seeing a huge

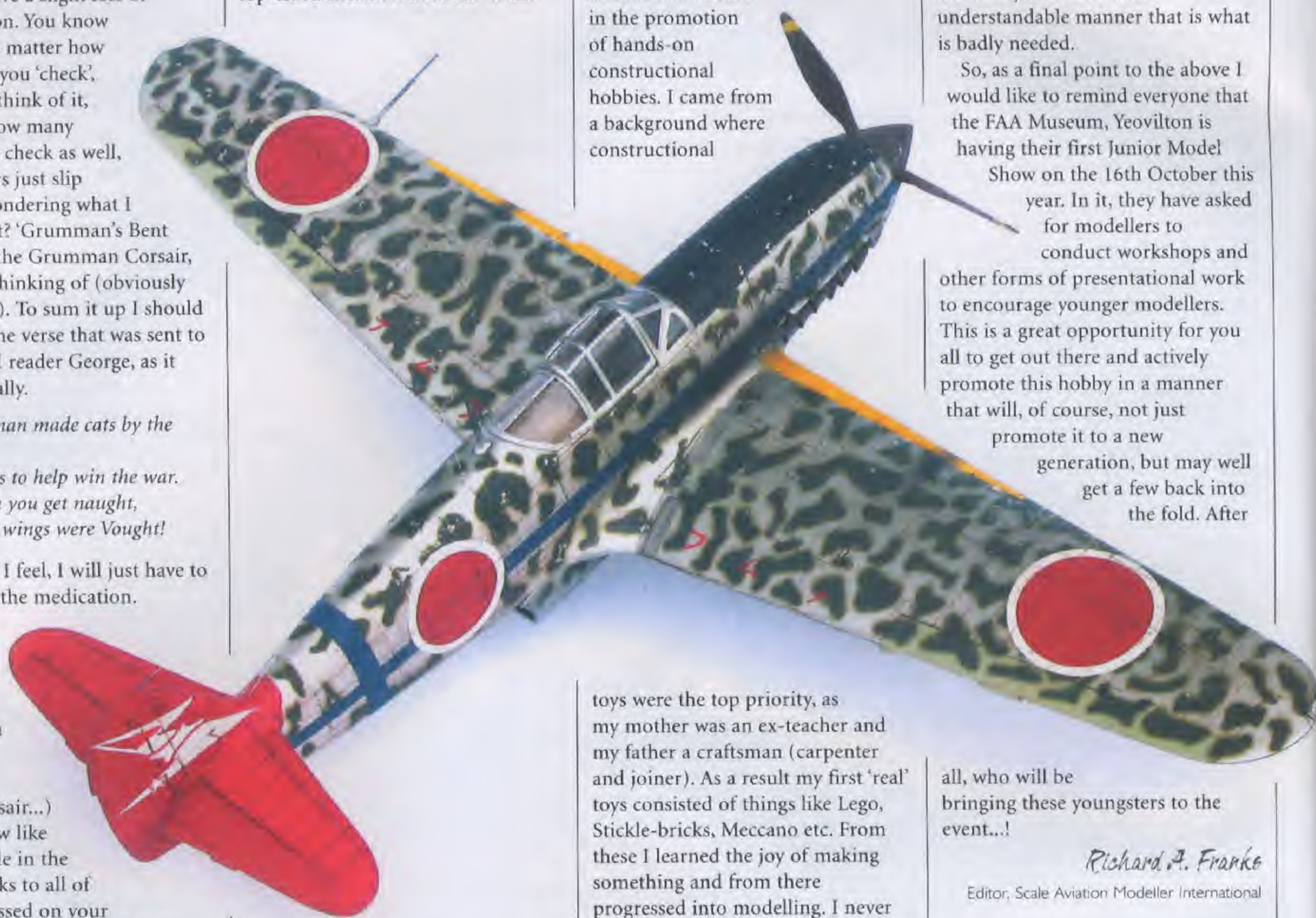
number of new and complex kits being produced on an almost weekly basis. From the comments I have heard this has led to an almost lop-sided situation in so far as the

excitement and the excitement when you are eight is in the construction. But in there lies the problem. What has been going on since the 1970s is a continual decline in the promotion of hands-on constructional hobbies. I came from a background where constructional

modeller's idea of fun, but if there are members within your groups who have younger kids and are willing to go and talk to promote the hobby in a basic and understandable manner that is what is badly needed.

So, as a final point to the above I would like to remind everyone that the FAA Museum, Yeovilton is having their first Junior Model

Show on the 16th October this year. In it, they have asked for modellers to conduct workshops and other forms of presentational work to encourage younger modellers. This is a great opportunity for you all to get out there and actively promote this hobby in a manner that will, of course, not just promote it to a new generation, but may well get a few back into the fold. After



new releases are eagerly awaited and snapped up by a small group in the hobby, but once this initial rush is over, the remaining kits sit on the shelves. If you combine this with the fact that of those kits sold I reckon less than 5% will be built within a five year period, you can see the "time poor" aspect coming to the fore.

I have also noticed that there are still many in the hobby and the industry who persist in going on about 'younger modellers' as if in some way they are the life blood of our hobby. As a modeller who started at eight and continued until photography, motorcycles and girls (in that order!) took my attention, I can assure you that there is nothing different today with what was going on in the late 1970s. The young modeller is someone who makes anything he can obtain (from family etc) and has no real direction in his hobby. The enjoyment is in the

toys were the top priority, as my mother was an ex-teacher and my father a craftsman (carpenter and joiner). As a result my first 'real' toys consisted of things like Lego, Stickle-bricks, Meccano etc. From these I learned the joy of making something and from there progressed into modelling. I never saw, spoke to or had any connection with modellers or a modelling club until 16 years later. Today though there are a number of successive generations of people who have never grown up with constructional toys and therefore do not encourage this aspect of play with their own offspring. The downside to this is that the instincts to 'make' that were instilled into us all as kids (remember Plasticine, Playdough) is no longer there and this is why the appeal of hobbies like ours is moving into an adult field. The emphasis has switched to the 30+ age bracket now, but to ensure that our hobby does survive we need to see constructional hobbies promoted at home, in schools and via clubs and societies that have a youth element to them. It is difficult to achieve this, which is why I have in the past mentioned the need for model clubs to attend non-modelling events like village fetes and craft shows. It is not a

all, who will be bringing these youngsters to the event...!

Richard A. Franke

Editor, Scale Aviation Modeller International

competition

Barracuda Competition - MPM April

Runner Up • M. Robertson, UK

Won a HiTech version of the MPM 1/72 scale Defiant

prize draw

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- Mr Lord, UK - Kit

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news update



1/72nd

Reissued with new decals by this manufacturer during early August was the Siebel Si 202 Hummel 'Hungarian' (#7234/£8.20).



1/48th

Reissued during early August in this scale was the Sukhoi Su-22M4R (#3156/£16.85).



1/72nd

A very popular release from this manufacturer arrived in the UK during early August and this was the Blackburn Firebrand TF Mk II (#72006/£16.99).



1/32nd

This manufacturer intend to release an all-new kit of the Polikarpov I-16 Type 10, although the release date and price is unknown at present.



1/72nd

Better known for WWII and later subjects, this manufacturer released a limited run kit of the Pfalz D.III (#7266/£12.00).

This was followed in late August by the release of the Martin B-57A 'USAF' (#7262/£30.00).



1/72nd

The DUX Spad in Post War service on skis (#7250) that we previewed a few months back arrived in the UK during early August and it retails for £9.50.



1/72nd

Released in the UK during early August was a new resin kit of the McDonnell XHJD-1 twin rotor helicopter (#7224/£32.00).

This was followed in late August by a similar resin kit of the Arado Ar E.581-4 (#7225/£19.00).



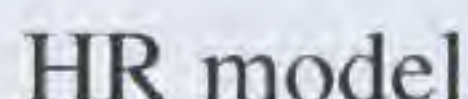
1/48th

A new resin kit of the Klemm Kl 35D (#4803/£43.60) was released in early August by this manufacturer.



1/144th

A new limited run injection moulded kit of the Grumman F9F Panther (#14407/£9.99) was released by Ozmods in early August.



1/72nd

New resin kits released by HR during early August included the Avro 504J (#7302/£15.25), Avro 504C (#7304/£15.25) and Nieuport Ni.24/27 (#7325/£15.25).

This was followed in late August by similar kits of the Avro 504A (#7308/£15.25), Avro 504B (#7303/£15.25) and the Avro 504E (#7331/£15.25).



1/144th

New resin kits in this scale from Sram during late August were the Fokker D.I (#35D/£8.99) and Hanover Cl.IIIA (#38D/£11.00), both of which are complete with decals.



1/20th

Back once again in Japan during September will be the Aero Subaru (#X-01/¥9800) although it is highly unlikely that this kit will make its way outside of Japan.



1/72nd

Reissued from Pegasus during late August were the Fokker D.XXIII (#4005/£13.99) and the Etrich Taube (#4010/£13.99).



1/48th

Reissued in the USA during August was the North American AT-6 Texan (#85-5306/\$14.95).

1/32nd

Reissued during late August in America was the Bell AH-1G Cobra (#85-4677/\$31.98)



1/72nd

A surprise item (it was never in their catalogue) due for release in late September will be an all-new kit of the Dassault Rafale M (#1236).

This will be followed in December by the Savoia-Marchetti S.79 Serie III (#1243).

1/48th

Due for release in October or November is the Dassault Mirage IIIE [ex-Esci] (#2634).

This will be followed in November by the all-new JAS-39A Gripen (#2638) and the McDD F-4E/F Phantom II (#2639).



1/72nd

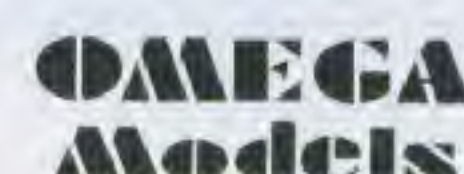
Items due in this scale during the June to August period include the Eurofighter two-seat version (#04338/£12.99), which is an all-new tooling, not a reissue of the Italeri kit, and the MiG-21F-13 (#04346/£12.99) which is also all-new. Also due is the Eurocopter EC-135 (#04422/£4.99) which is a revised reissue.

1/48th

The only item due by the end of August in this scale is the McDD AH-64D Longbow Apache (#04420/£13.99), which is confirmed as the Hasegawa tooling.

1/32nd

The one many are waiting for should be out in the third quarter (June to August) in this scale, namely the all-new kit of the Heinkel He 162 Salamander (#04723/£19.99) which is a joint-tooling venture with Hasegawa.



1/72nd

released in the UK in early August was a new resin kit of the Bristol Scout D [Late version] (#72134/£28.00).

1/48th

Released as a resin kit in this scale during late August was the Thulin D 'Finland' (#4818/£34.25).



1/48th

Due for release in Japan during September will be the all-new kit of the Savoia S.21 Seaplane (#FG-01/¥2800).



1/72nd

Due for reissue in Japan during September will be the Lockheed E-2CJ 'JASDF 50th Anniversary' (#72172/¥2200), Sikorsky UH-60J 'JASDF 50th Anniversary' (#72173/¥1600) and McDD F-4EJ 'JASDF 50th Anniversary' (#72174/¥1800).

SWEET

I/144th

Following on from the release of the standard kit, Sweet are due to release their Mitsubishi A6M2 Zero with a flight deck (#TX-01/¥950) during September.

Flying Machines

I/72nd

Due for release in September this scale will be a new plastic and resin kit of the Piaggio P.108 Serie I 'Bruno Mussolini'. Note that this is not the same as the Special Hobby version, as that is a Serie II airframe.

This will be followed in November with a similar new kit of the Macchi C.200 Serie VII.

I/48th

The next new kit in this range will be the Fiat G.50Bis/A.S, which will comprise injection moulded plastic, resin and etched brass and will be out by the time you read this.

This will be followed in December by a similar kit of the Fiat G.50 Serie I, and then in January/February 2005 with the Fiat G.50 Serie II.

BLUE MAX



I/48th

An all-new limited edition kit of the Vickers FB.5 Gun Bus (#BM207/£24.99) was released in this range during late August. The kit features limited run injection moulded plastic, lead-free Pewter detail parts and decals for two options. Just 1500 kits will be produced worldwide, each individually numbered, so I am sure they will sell out quickly!

RODEN

I/72nd

It had not actually arrived in the UK by the end of August, but hopefully due by the time you read this will be the all-new kit of the Junkers D.I (#041/£7.50) in this scale.

I/48th

The next releases in this scale will be the RAF S.E.5a with Wolseley Viper engine (#416/£19.99), Fokker D.VII [OAW built, early] (#420/£17.50) and the eagerly-awaited Bristol F.2B Fighter (#425/£19.99) all of which will hopefully be in the UK by the time you read this.

AMT

Just to update those of you who may be wondering what this manufacturer is planning to do, below is a list of all the subjects they are currently listing for release during 2004-5. At present we have no confirmed release dates, but will update you as and when we hear anything.

I/144th

A whole new range of kits in this scale is planned and thus far those announced include the Boeing KC-135A early/late versions (#144001), Boeing RC-135V early version, TF-33 engines (#144002), Boeing NKC-135A/E 'Big Crow' J-57 and TF-33 powered versions (#144003), Boeing KC-135E TF-33 powered version (#144004), Boeing RC-135W CFM56 engined version (#144005), Boeing NKC-135A 'King Crow II' (#144006), Boeing EC-135N/E ARIA/ALOTS J-57 and TF-33 powered versions (#144007), Boeing KC-135R (#144008), Boeing NKC-135A 'TRAP' aircraft (#144009) and the Boeing RC-135U 'Combat Sent' (#144010).

I/72nd

In this scale there is a limited edition release of the Junkers Ju 88H-1/H-2 Zerstörer (#729205/\$29.98) as well as a standard release kit of the Junkers Ju 88G-10/G-10 Nightfighter/S3C Mistel trainer/Mistel 3 (#729204/\$29.98).

I/48th

In this scale kits due include the Northrop P-61A/B/C Black Widow (#489204), Northrop F-15A Reporter/XP-61E (#489205), Republic XP-72 'Ultrabolt' (#489206), Republic XP-47H 'Hemibolt' (#489207), McDonnell F2H-2 Banshee (#489208), McDonnell F2H-2P/2N (#489209), McDonnell F2H-3/4 (#489210), Curtiss XP-40Q-2 (#489211), Curtiss XP-40Q-2 'Cleveland Air Racer' (#489212/\$29.98) and the Focke-Wulf Ta 183B[N].

I/32nd

Big news is a number of kits in this scale, so far those announced include the Bell P-400 Airacobra (#329201), Bell P-39F Airacobra (#329202) and Bell P-39Q Airacobra (#329203).

TRUMPETER

I/48th

It would seem that Trumpeter intend to scale-down some of their new 1/32nd scale releases into this scale. The first of these is the Curtiss P-40B (#2807/£18.95), although we hope they have not scaled-down all the dimensional errors from the larger version as well!

I/32nd

The all-new Sukhoi Su-27 Flanker B (#02224/£87.95) should be in the UK during the first week of September.

Amodel



I/72nd

New limited run injected kits from A-Model arriving in the UK during late August were the Messerschmitt Bf 109F-2 with RZ65 (#7248/£6.50), Messerschmitt Bf 109E-3 'Romainian Aces' (#72116/£6.70), Archangelskij



Ar-2 (#72120/£13.80), Sukhoi Su-9U (#72122/£11.30), Polikarpov I-16 Type 5/6 (#72123/£6.70), Polikarpov I-16 Type 5/6 (#72124/£6.50),



Kamov Ka-126 (#7272/£10.40) and the Yak-28I (#7288/£10.85)

SKY MODELS

I/72nd

An all-new resin kit of the Piaggio PD.808 (#7205/£41.80) which comes complete with decals.

Model USA

I/48th

Noted as back in stock in the USA is the Cessna L-19/O-1 Bird Dog (#0001/\$16.95) from this manufacturer.

Grand Phoenix

Grand Phoenix



I/48th

Arriving in the UK during early August was the new McDonnell F3H-2N Demon (#KT00648/£44.99). Also arriving at the same time was an updated version of the ex-Airfix English Electric Lightning F Mk 6 (#KT00748/£40.99). The latter features etched and resin parts manufactured by Aires and decals for three aircraft.

TAMIYA

I/100th

Continuing their programme of reissues in this scale, due in the coming months are the Ilyushin Il-28 Beagle (#61601/¥500), MiG-21 Fishbed (#61602/¥500), Dassault Mirage IIIC (#61603/¥500), Messerschmitt Me 262 & Me 163 (#61604/¥500), McD D F-4EJ Phantom II (#61605/¥500), A-6A Intruder (#61606/¥500), LTV A-7A Corsair II (#61607/¥500), BAC Lightning F Mk 6 (#61608/¥500), MiG-19 Farmer (#61609/¥500) and Fiat G.91 (#61610/¥500).

I/72nd

Arriving in the UK in late August was the Republic P-47D 'Bubbletop' (#60770/£13.99).

I/32nd

Due for release during September in this scale is the JASDF F-4EJ Phantom II (#60314/¥13000).

Hasegawa

I/200th

Listed as released in Japan although not arriving in the UK to date are the MD-11, JAL 'New Marking' (#10658), Boeing 777-300 ANA 'New



Marking' (#10710) and Lockheed C-130H Hercules 'Belgium Special' (#10657/¥1600).

Other items due during October include the Boeing 777-200 'Air France' (#10708/¥1800) and Boeing 777-300 'Japan Airlines' (#10711).

I/72nd

Released in the UK during late August were the McD D F/A-18F Super Hornet 'VFA-41 Black Aces' (#00710/£15.99), Sepecat Jaguar E

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1/32 £67.95

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1/24 £69.95



TM2410 A6M2-N 'Rufe' Floatplane

1/24 £79.95

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1/24 £69.95

TM2409 Me Bf 109G-10

1/24 £69.95



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'French Air Force 30th Anniversary' (#00711/£1.99), McDD F-4J Phantom 'Liberty Bell' (#00712/£18.99), Lockheed US-2B Tracker 'VC-10' (#00713/£22.99), Douglas A-24B Dauntless 'Free French Air Force' (#00715/£10.99), Nakajima Ki-43-II Hayabusa '25th Flight Regiment' (#00716/£9.99), Fairchild-Republic A-10A Thunderbolt 'Mil Killer' (#00717/£13.99), Focke-Wulf Fw 190D-9 'JV44' (#00722/£9.99), Lockheed F-104G Starfighter 'NASA' (#00724/£11.99) and the all-new Heinkel He 111H-6 (#E21/£21.99).



Items that have been released in Japan but are still due in the UK include the G.D. EF-111A Raven 'Prototype' (#00719/¥2600), Panavia Tornado GR Mk 1 'Desert Storm'



(#00720/¥2400), Curtiss Kittyhawk Mk IIa 'RNZAF' (#00721/¥1400) and



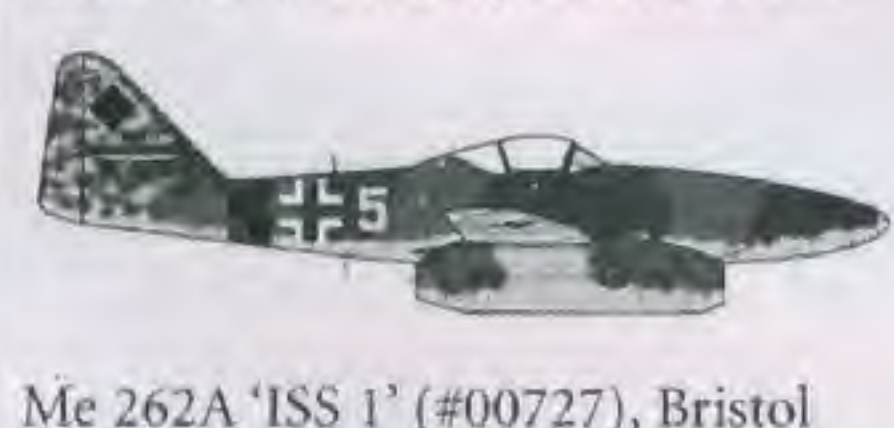
V.S. Spitfire Mk VIII 'US Army Air Force' (#00723/¥1400). Items shown



as due for release during August include the Heinkel He 51 'Spanish



Civil War' (#00726), Messerschmitt



Me 262A 'ISS 1' (#00727), Bristol Beaufighter Mk 21 'Green Ghost'



(#00728) and McDD F/A-18C



Hornet 'VMFA-212 Lancers' (#00729).

Listed with a September release are the North American PBJ-1H Mitchell 'US Marine'



(#00732/¥3200), Hawker Hurricane Mk IIc 'North Africa'



(#00733/¥1400), Lockheed P-3C



Orion 'JMSDF' (#00734/¥4000), Grumman F-14A Tomcat 'VF-33



Tarsiers' (#00735/¥2600), Mitsubishi G4M1 Type 1 [Betty] Model 11 '752nd Flying Group'



(#00736/¥2800), Republic P-47D Razorback 'Little Chief'



(#00737/¥1400), Grumman EA-6B Prowler 'VAQ-136 Gauntlets'



(#00738/¥2400) and de Havilland



Mosquito FB Mk VI 'IDF' (#00739/¥2400).

Other items due for releases during October include the McDD F/A-18E Hornet 'VFA-137 Kestrels' (#00718/¥1800), Panavia Tornado

F Mk 3 'No.25 Squadron' (#00740) and the Heinkel He 111P (#E22).

I/48th

Arriving in the UK during late August were the Nakajima C6N1-S Night Fighter Saiun [Myrt] with 20mm cannon (#09552/£24.99), Nakajima B5N2 Type 97 Carrier Attack (Kate) Model 3 with folding wings (#09553/£26.99), Douglas A-4B/C Skyhawk 'Falklands War' (#09554/£24.99), Supermarine Spitfire Mk IXc 'Kenley Wing' [with resin beer barrel] (#09555/£16.99), McDD F-4EJ Kai Phantom 'No.8 Squadron' (#09556/£26.99), Messerschmitt Bf 109G-4 'Regia



Aeronautica' (#09559/£17.99), Grumman F6F-3/5 Hellcat 'Minsi' (#09561/£17.99) and the McDD AV-8B Harrier Night Attack (#PT34/£18.99).

Items that have been released in Japan but are still due to arrive in the UK include the Mitsubishi XF-2A (#09558), Lockheed F-104G



Starfighter 'Bavaria' (#09560/¥2600) and the BAe Harrier GR Mk 7 'Royal Air Force' (#PT36).

Due for release during August in Japan are the Hawker Hurricane Mk I/II Trop 'Croix de Lorraine'



(#09562), Messerschmitt Bf 109E-7



'Balkan Theatre' (#09563), Republic P-47D Thunderbolt 'Armee de l'Air'



(#09564) and Mitsubishi A6M3 Type



32 'Tainan Flying Group' (#09565).

Due for release during September are the McDD F-4E 'IDF' (#09566/¥3600), North American



Sabre Mk 4 'RAF' (#09567/¥3400),



Nakajima Ki-27 Type 97 Fighter [Nate] '24th Flight Regiment'



(#09568/¥2200), Messerschmitt Bf 109G-10 'JG300' (#09569/¥2400)



and the F-16C Fighting Falcon 'Thunderbirds' (#V105/¥2200).

Other items scheduled for releases during October include the McDD F/A-18C Hornet 'VFA-82 Marauders' (#09570), V.S. Spitfire Mk Vb 'USAAF' (#09571), Republic P-47M Thunderbolt 'Zemke's Wolfpack' (#09572), Mitsubishi A6M2b Type 21 '265th Flying Group' (#09573), McDD RF-4E Phantom '501 Squadron Shark Teeth' (#09574), McDD A-4N Skyhawk (#09575) and Mitsubishi F-1 (#PT35).

I/32nd

Released in the UK during late August in this scale was the Douglas A-4F Skyhawk 'Blue Angels' (#08147/£26.99) and the Focke-Wulf Fw 190A-5 (#ST23/£24.99).

Due during August in Japan will be the Messerschmitt Bf 109G-4 'Regia Aeronautica' (#08148), which will be followed by the Fi 156/MS500 Criquet 'Armée De l'Air' (#08149/¥3400) in September.



NOTE: The releases dates quoted above come from Hasegawa for the European market unless otherwise stated. However from experience we have noted that the actual arrival of the kits in the UK tends to be about 4-6 weeks after that quoted. This is due to the shipment time and delays in customs etc.

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previews

Note: All items are mainstream (unlimited) production unless otherwise stated - Ed



B-25J MITCHELL '486th Bomb Squadron'

North American B-25J '486th Bomb Squadron'

Scale: 1/72nd Kit No: 00709
Price: £23.99
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 116 (Grey), Clear 13
Also Includes: 4x Poly Caps
Decal Options: 2
Manufacturer: Hasegawa
UK Importer: Amerang Ltd



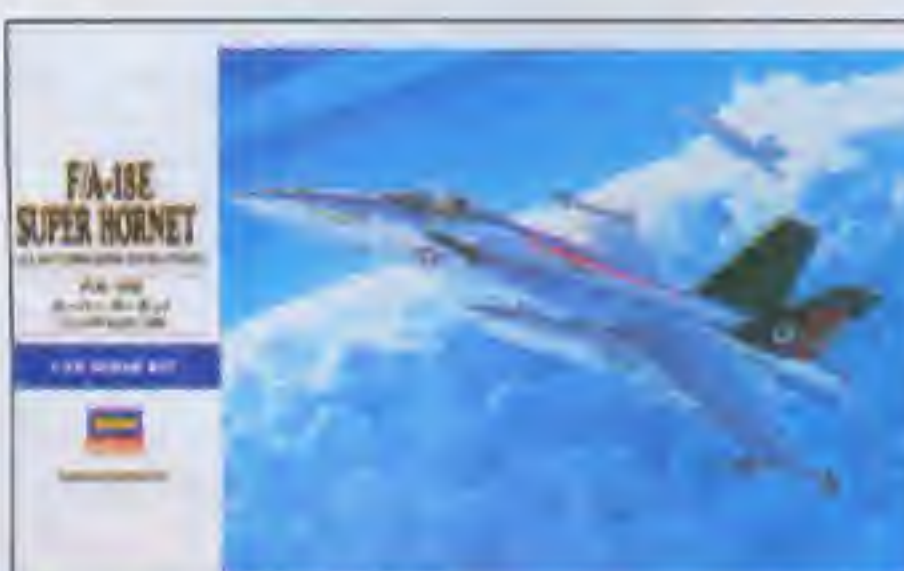
Desoutter Mk II

Scale: 1/72nd
Kit No: DA72209
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin & Vac-formed Clear Plastic
Parts: Resin 19, Clear 2
Decal Options: 1
Manufacturer: Dujin
UK Importer: Hannants



Fokker Dr.I

Scale: 1/72nd
Kit No: 0877
Price: £TBA
Origin: Eduard (CZ)
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 35 (Beige)
Decal Options: 2
Manufacturer: Smer
UK Importer: Pocketbond Ltd



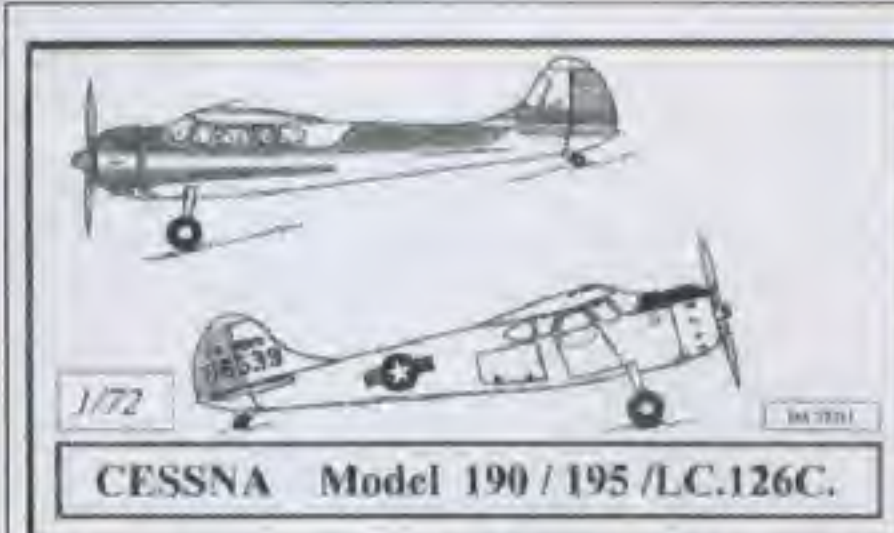
McDD F/A-18E Super Hornet

Scale: 1/72nd
Kit No: E19
Price: £13.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 112 (Grey), Clear 3
Also Includes: 4x Poly Caps
Decal Options: 2
Manufacturer: Hasegawa
UK Importer: Amerang Ltd



Focke-Wulf Fw 190A-8

Scale: 1/48th
Kit No: 5502
Price: £19.99
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 141 (Grey), Clear 5
Decal Options: 2
Manufacturer: Shanghai Dragon Model & Toys Co., Ltd
UK Importer: The Hobby Company Ltd



Cessna Model 190/195/LC.126C

Scale: 1/72nd
Kit No: DA72211
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin & Vac-formed Clear Plastic
Parts: Resin 22, Clear 2
Decal Options: 1
Manufacturer: Dujin
UK Importer: Hannants



Curtiss Hawk 81-A2

Scale: 1/72nd
Kit No: 72 023
Price: £10.35
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 41 (Green), Resin 27,
Etched 30, Clear 2
Decal Options: 3
Manufacturer: AML
UK Importer: Hannants



Kaiser Ka.2 Rhonschwalbe

Scale: 1/72nd
Kit No: DP7231
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin & Vac-formed Clear Plastic
Parts: Resin 12, Clear 2
Decal Options: 2
Manufacturer: Dujin
UK Importer: Hannants



Embraer EMB-121 Xingu

Scale: 1/72nd
Kit No: MS-92
Price: £TBA
Production: Limited
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Vac-formed & Limited Run Injection Moulded Plastic
Parts: Plastic 16 (Vac), 42 (Inj), Clear 3
Decal Options: None
Manufacturer: Broplan
UK Importer: Check Aeroclub for price and availability



Sopwith 2F.1 Camel 'ProfiPack'

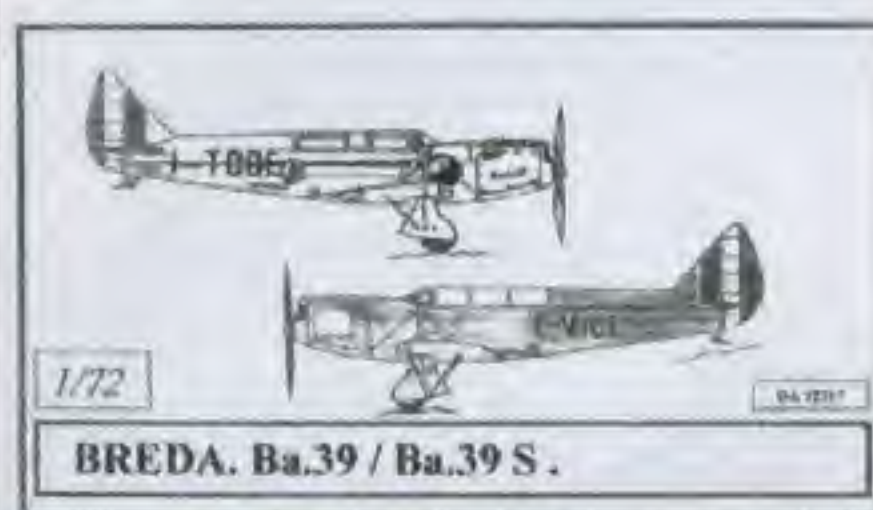
Scale: 1/48th
Kit No: 8058
Price: £18.99
Panel Lines: Recessed ✓
Status: Updated Tooling ✓
Type: Injection Moulded Plastic, Resin & Etched Brass
Parts: Plastic 93 (Beige), Resin 13,
Etched 126, Clear 5
Also Includes: Express Masks
Decal Options: 3
Manufacturer: Eduard MA
UK Importers: Hannants & LSA Models





Breda Ba.33 Série 2 [Gipsy Motor]

Scale: 1/72nd
Kit No: DA72214
Price: £21.10
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin & Vac-formed Clear Plastic
Parts: Resin 14, Clear 2
Decal Options: 1
Manufacturer: Dujin
UK Importer: Hannants



Breda Ba.39/Ba.39S

Scale: 1/72nd
Kit No: DA72217
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin & Vac-formed Clear Plastic
Parts: Resin 16, Clear 2
Decal Options: 2
Manufacturer: Dujin
UK Importer: Hannants

Westland Lysander Mk. II

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1/72

Made in Czech Republic



Westland Lysander Mk II

Scale: 1/72nd
Kit No: 72048
Price: £16.60
Production: Limited
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited Run Injection Moulded Plastic, Resin & Vac-formed Clear Plastic
Parts: Plastic 53 (Grey), Resin 34, Clear 2
Decal Options: 3
Manufacturer: Pavla Models
UK Importer: Hannants



Junkers Ju 87R

Scale: 1/144th
Kit No: 4415
Price: £3.35
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic & Etched Brass
Parts: Plastic 28 (Green), Etched 14, Clear 1
Also Includes: Express Masks
Decal Options: 4
Manufacturer: Eduard MA
UK Importers: Hannants & LSA Models



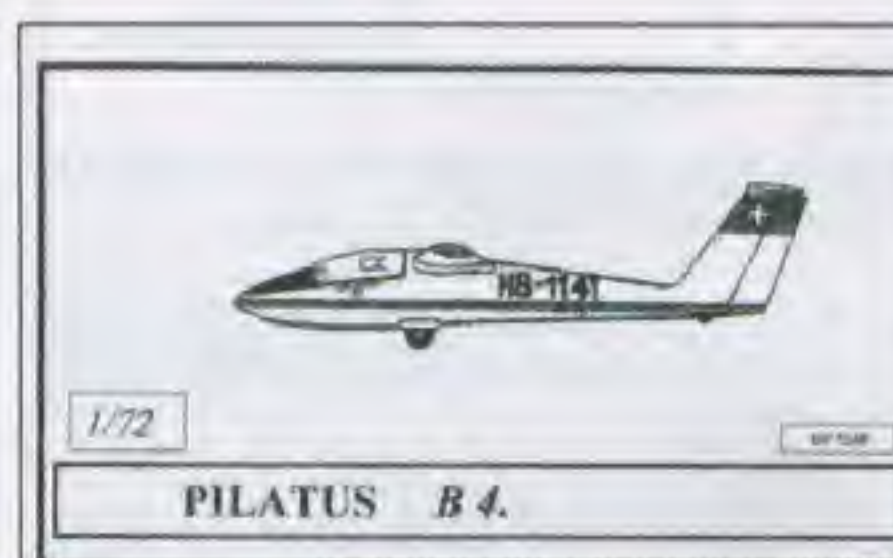
Focke-Wulf Fw 190D-9 'Papagein Staffel'

Scale: 1/72nd
Kit No: C-8
Price: £TBA
Origin: Armour (Poland)
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 24 (Dark Grey), Clear 2
Decal Options: 3
Manufacturer: MasterCraft



Gotha P.60A

Scale: 1/72nd
Kit No: AT72002
Price: £35.00
Production: Limited
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, White-metal, Etched Nickel-plated Brass & Vac-formed Clear Plastic
Parts: Resin 17, Metal 12, Etched 50, Clear 2
Decal Options: Various Spurious Options
Manufacturer: Aerotech (Marsh Models)
Sample via: Little-cars.com



Pilatus B.4

Scale: 1/72nd
Kit No: DP7235
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin & Vac-formed Clear Plastic
Parts: Resin 9, Clear 2
Decal Options: 1
Manufacturer: Dujin
UK Importer: Hannants



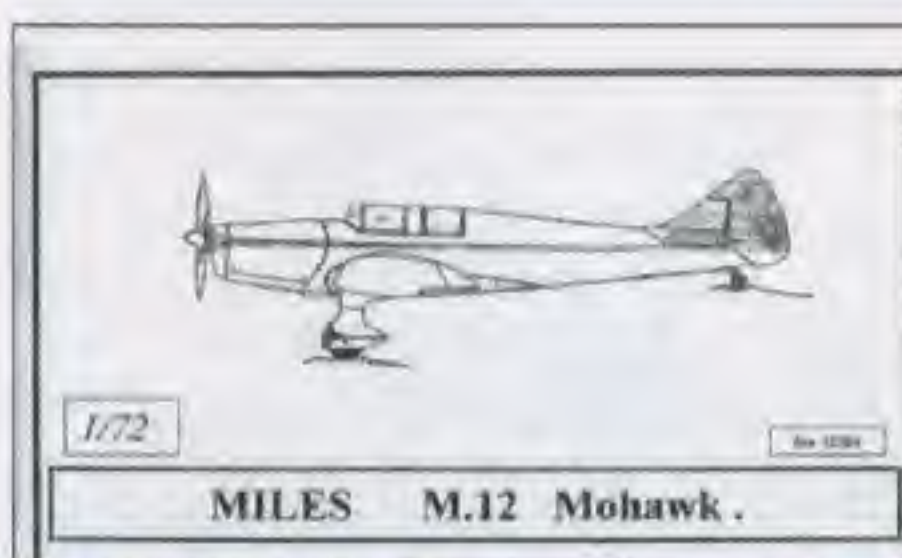
De Havilland Sea Hornet F Mk 20/PR Mk 22

Scale: 1/72nd
Kit No: SH 72057
Price: £17.99
Production: Limited
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Limited Run Injection Moulded Plastic, Resin & Etched Brass
Parts: Plastic 43 (Grey), Resin 21, Etched 10, Clear 4
Decal Options: 3
Manufacturer: Special Hobby
UK Importer: Hannants



Fairey Firefly TT Mk 4

Scale: 1/72nd
Kit No: SH 72066
Price: £12.99
Production: Limited
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Limited Run Injection Moulded Plastic, Resin & Etched Brass
Parts: Plastic 37 (Grey), Resin 34, Etched 23, Clear 2
Decal Options: 2
Manufacturer: Special Hobby
UK Importer: Hannants



Miles M.12 Mohawk

Scale: 1/72nd
Kit No: DA72201
Price: £21.10
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin & Vac-formed Clear Plastic
Parts: Resin 9, Clear 2
Decal Options: N/A
Manufacturer: Dujin
UK Importer: Hannants



Yakovlev Yak-1b

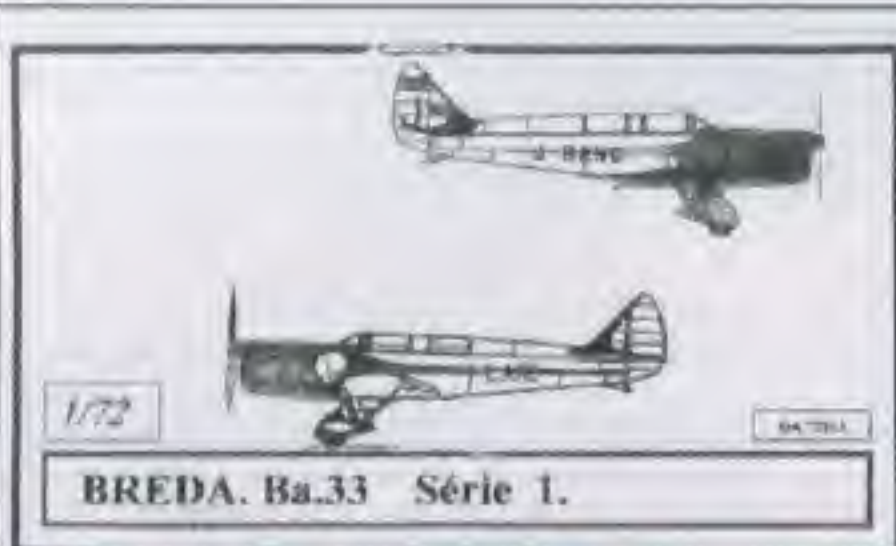
Scale: 1/72nd
Kit No: B-17
Price: £TBA
Origin: Mikro (Poland)
Panel Lines: Raised ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 27 (Dark Grey), Clear 2
Decal Options: 4
Manufacturer: MasterCraft





Hawker Sea Fury FB Mk II

Scale: 1/72nd Kit No: SH 72073
 Price: £11.99
 Production: Limited
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Type: Limited Run Injection Moulded Plastic, Resin & Vac-formed Clear Plastic
 Parts: Plastic 39 (Grey), Resin 5, Clear 1
 Decal Options: 3
 Manufacturer: Special Hobby
 UK Importer: Hannants



Breda Ba.33 Serie I

Scale: 1/72nd
 Kit No: DA72213
 Price: £TBA
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Type: Resin & Vac-formed Clear Plastic
 Parts: Resin 14, Clear 2
 Decal Options: 2
 Manufacturer: Dujin
 UK Importer: Hannants



Tupolev Tu-22 'Blinder'

Scale: 1/72nd
 Kit No: 1245
 Price: £22.99
 Origin: Esca (Italy)
 Panel Lines: Recessed ✓
 Status: Reissue ✓
 Type: Injection Moulded Plastic
 Parts: Plastic 116 (Grey), Clear 7
 Decal Options: 4
 Manufacturer: Italeri S.p.A
 UK Importer: The Hobby Company Ltd



Republic P-47D Thunderbolt 'Bubbletop'

Scale: 1/72nd Kit No: 60770
 Price: £13.99
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Type: Injection Moulded Plastic
 Parts: Plastic 87 (Grey), Clear 6
 Also Includes: 2x Poly Caps
 Decal Options: 2
 Manufacturer: Tamiya Inc.
 UK Importer: The Hobby Company Ltd



RRG Storch IV

Scale: 1/72nd
 Kit No: DP7223
 Price: £TBA
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Type: Resin
 Parts: Resin 8
 Decal Options: N/A
 Manufacturer: Dujin
 UK Importer: Hannants



Gloster G.40 Pioneer

Scale: 1/72nd
 Kit No: 72055
 Price: £10.99
 Production: Limited
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Type: Limited Run Injection Moulded Plastic, Resin & Vac-formed Clear Plastic
 Parts: Plastic 21 (Grey), Resin 19, Clear 2
 Decal Options: 3
 Manufacturer: Pavla Models
 UK Importer: Hannants



Northrop F-89D Scorpion

Scale: 1/72nd
 Kit No: 12403
 Price: £10.99
 Panel Lines: Recessed ✓
 Status: Revised Tooling ✓
 Type: Injection Moulded Plastic
 Parts: Plastic 64 (Grey), Clear 3
 Decal Options: 2
 Manufacturer: Academy Plastic Model Co., Ltd
 UK Importer: Toyway



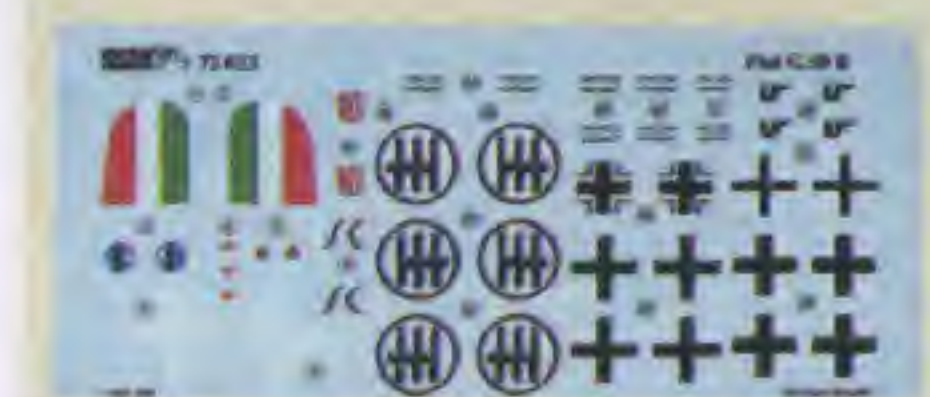
Martin Kitten K.III

Scale: 1/48th
 Kit No: 48-201
 Price: £TBA
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Type: Resin & Etched Brass
 Parts: Resin 38, Etched 26
 Decal Options: N/A
 Manufacturer: Ardpol
 UK Importer: Check Aeroclub for price and availability



Fiat G.50B/Biposto Bicomando

Scale: 1/72nd
 Kit No: 72 0022
 Price: £10.35
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Type: Injection Moulded Plastic
 Parts: Plastic 41 (Green), Resin 27, Etched 30, Clear 2
 Decal Options: 4
 Manufacturer: AML
 UK Importer: Hannants



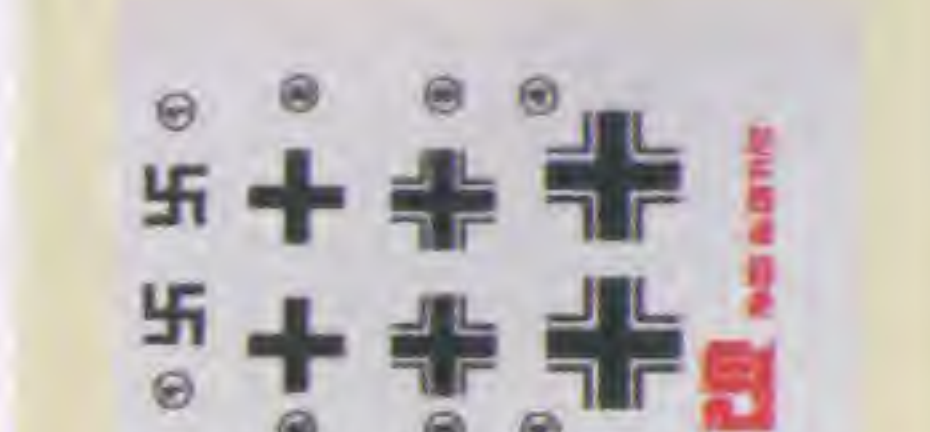
Halberstadt Cl.II

Scale: 1/72nd
 Kit No: 72-047
 Price: £TBA
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Type: Resin & Etched Brass
 Parts: Resin 43, Brass 26
 Decal Options: 2
 Manufacturer: Ardpol
 UK Importer: Check Aeroclub for price and availability



Messerschmitt Me 328 V1/V2

Scale: 1/72nd Kit No: PM223
 Price: £3.65
 Panel Lines: Recessed ✓
 Status: Reissue ✓
 Type: Injection Moulded Plastic
 Parts: Plastic 14 (Grey), Clear 1
 Decal Options: 1
 Manufacturer: PM Model
 UK Importer: Pocketbond Ltd





Cessna C.37 Airmaster

Scale: 1/72nd
Kit No: DA72210
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin & Vac-formed Clear Plastic
Parts: Resin 16, Clear 2
Decal Options: 1
Manufacturer: Dujin
UK Importer: Hannants



Sukhoi Su-22M4R 'JBG 77'

Scale: 1/72nd
Kit No: D-12
Price: £TBA
Origin: Pantera (Poland)
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 74 (Dark Grey), Clear 1
Decal Options: 5
Manufacturer: MasterCraft



Lippisch P.13a

Scale: 1/72nd
Kit No: PM224
Price: £3.65
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 10 (Grey), Clear 1
Decal Options: 1
Manufacturer: PM Model
UK Importer: Pocketbond Ltd



Hispano HA-1112 Buchon

Scale: 1/48th Kit No: 12203
Price: £11.99
Origin: Hobbycraft (Canada)
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 61 (Grey), Clear 5
Decal Options: 2 (Spanish AF & preserved example in Luftwaffe markings)
Manufacturer: Academy Plastic Model Co., Ltd.
UK Importer: Toyway



Lublin R.XIII D

Scale: 1/72nd Kit No: 72-050
Price: £TBA Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin
Parts: Resin 65
Decal Options: 1
Manufacturer: Ardpol
UK Importer: Check Aeroclub for price and availability



PZL P.37B Los

Scale: 1/72nd Kit No: D-9
Price: £TBA
Origin: Mikro (Poland)
Panel Lines: Raised ✓ Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 65 (Dark Grey), Clear 6
Decal Options: 4
Manufacturer: MasterCraft



LVG C.VI

Scale: 1/72nd
Kit No: 72-048
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin & Etched Brass
Parts: Resin 58, Brass 23
Decal Options: 2
Manufacturer: Ardpol
UK Importer: Check Aeroclub for price and availability



RRG Storch VIII Marabu

Scale: 1/72nd
Kit No: DP7224
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin
Parts: Resin 8
Decal Options: N/A
Manufacturer: Dujin
UK Importer: Hannants



Piasecki H-21 'Flying Banana'

Scale: 1/48th
Kit No: 6017
Price: £34.99
Production: Limited
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited Run Injection Moulded Plastic, Resin, Etched Brass, White-Metal & Vac-formed Clear Plastic
Parts: Plastic 51 (Grey), Resin 7, Etched 44, Metal 49, Clear 18 (Inj), 4 (Vac)
Decal Options: 3
Manufacturer: Fonderie Miniature
UK Importer: Hannants



Kawanishi Baika

Scale: 1/72nd
Kit No: AV 123
Price: £23.00
Production: Limited
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, White-metal & Vac-formed Clear Plastic
Parts: Resin 23, Metal 6, Clear 1
Decal Options: 1
Manufacturer: A&V Models
UK Importer: Hannants



Sd.Kfz.2 Kleines Kettenkraftrad with Infantry Cart & Goliath Demolition Vehicle

Scale: 1/48th
Kit No: 32502
Price: £9.99
Panel Lines: Recessed ✓
Status: Updated Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 88 (Tan)
Decal Options: 6
Manufacturer: Tamiya Inc.
UK Importer: The Hobby Company Ltd



reviews



Mitsubishi A7M1 Reppu (Sam)

Technical Data

Scale: 1/72nd
Kit No: FB20
Price: £16.75
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Decal Options: 2
Manufacturer: Fine Molds
UK Importer: Arba Products



The Kit

The tray-and-lid-type box contains three sprues of light grey injection moulded plastic in one bag, one sprue of clear parts in a second bag and a decal sheet in a third. The instructions float free. There are minor amounts of flash on the grey parts and the majority of the detailing is engraved to a reasonable, though not ultra-crisp, standard. A couple of sink marks were present on the upper fuselages, which just needed a small amount of filler to remedy. The transparencies are nicely moulded and are very clear.

This is the first kit that I have seen from this company and the overriding initial impression from box to instructions, is just how similar in presentation it is to Hasegawa products of a few years ago.

Instructions

The instructions consist of two folded sheets. While the text is almost exclusively written in Japanese, the construction diagrams on the first sheet are clear and easy to follow. Colour details, both internal and external, are given with reference to Gunze Sangyo's 'Mr Color' range as well as their names in English.

The second sheet appears to give an in-depth type history as well as details of Fine Mold's etched accessory set, together with a paint conversion chart between Gunze Sangyo's normal and 'Mr Color' ranges, as well as Tamiya paints. As none of the text is in English your own reference material is a must, unless you read Japanese.

Construction

Seven pieces go into the cockpit, resulting in an 'office' that looks reasonably busy through the small

fuselage opening. Sidewall detail is included and the instruments for the flat plastic panel are printed on the decal sheet. Seat belts are about the only addition needed in this sub-assembly, which then fits nicely within the fuselage halves.

The wings come as a one-piece lower surface, with separate upper surfaces - one for each side - and they feature commendably thin trailing edges. While the wing pieces fitted together well, the subsequent fit to the fuselage revealed gaps of up to 1mm in at the wing root and aft underside joins. A couple of rounds with the filler were needed here.

The engine cowling is a three-part assembly and also needed a touch of filler to get it all faired in smoothly.

The rest of the kit goes together without difficulty and I was particularly impressed with the thin undercarriage doors and their nice internal detailing.

Before you know it you'll be ready for painting.

Accuracy

The instructions quote a span of 14m and length of 10.995m which tallies closely with a couple of internet sources I found after a quick search. The model measures 195mm in span and 153mm in length, which, after the trusty

calculator has been exercised, is correct to the mm. Not only that, it has the solid look and sit of the original.

Colour Options

Two options are given, the first of which is reproduced on the review model. Fine Molds give the overall colour as 'Orange Yellow + 10% Red'. This description seems pretty similar to the Orange Red used by the IJNAF for some of their training aircraft, so I tried to match that by eye. Humbrol 82 seemed close enough for me. The second scheme is a bland IJN Dark Green over IJN Grey. Both schemes have no individual identifying marks and as the wordings are in Japanese I have no idea of their provenance. However, as only two A7M1's were built and only having a test-flying career of 3 months, there probably wasn't much scope for individuality.

The title 'A7M2' features in the text accompanying the second scheme but hopefully this is just an oblique reference as the -M2 version is quite a different beast, particularly around the nose, and the kit parts do not cater for this.

Decals

The decal sheet is quite basic in that, apart from one data decal for the aft left fuselage and the

forementioned instruments, all it consists of are separate red and white discs that make up the Hinomaru. A word of caution - do not use Micro Sol with these as the decals will wrinkle badly on application (nothing untoward there), but not all of which will subsequently disappear with time. After finding that out on a test decal, the rest were applied without decal agents on to a gloss surface, settling and conforming to the detail very well.

Decal Rating = 9/10.

Conclusion/Recommendation

Fine Molds have produced a competent injection moulded kit of the A7M1 Reppu. It assembles without undue difficulty, but it does need a lot of filler in some places. The colour schemes are easy to replicate and the orange in particular looks quite striking against other, camouflaged, aircraft. It is a surprisingly large aircraft, bigger than a P-47 Thunderbolt for instance, but due to the general ease of construction it can be recommended to the beginner.

Thanks to Fine Molds and their UK importer Arba Products for the review sample.

Paul Stockley



Technical Data

Scale: 1/48th
Kit No: SH48018
Price: £13.75
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, Etched Brass, Resin & Vac-formed Clear Plastic
Decal Options: 4
Manufacturer: Special Hobby
UK Importer: Hannants



The Kit

Special Hobby packaging is always good quality. The illustrations too are first rate and this one is no exception. Having just built the Azur F.N.305, there is a sense of déjà vu when removing the contents from



bulkhead, cockpit floor and front instrument panel are installed from below. The wheel well is glued to the one-piece lower wing which was then fixed to the fuselage. The upper wings are then added. Unfortunately, there is a gap between the upper



the end-opening box, due in no doubt to the common MPM parentage. The sprues show many similarities, even down to the parts breakdown. As with the Azur kit, the seats and front nose section are cast in resin. The etch set is very similar and there are two vac-formed canopies supplied as well. The only difference is the decal sheet, which gives a choice of four schemes instead of three (one French and three Italian). Being a bigger scale does bring benefits, the engraved panel detail is even better than the Azur kit and although it's still a relatively small kit for 1/48th, it's much easier to work on.

Instructions

The MPM connection is carried through to the instruction sheet, being virtually identical to Azur's eight-sided folded A4 sheets, the only difference being the extra colour scheme and the appearance of Humbrol colour references.

Construction

As with the Azur kit, I assembled the two fuselage halves first. The rear

wing and the fuselage on both sides. The temptation is to use tape to pull them together. Don't! To keep the upper wings surfaces level, I used plasticard to fill the gap. There is sufficient space to clean up the join without damaging the fuselage sides.

On to the cockpit, the interior is grey overall, with black instrument panels and silver seats. However, as a result of the over scale thickness of the fuselage side walls, both the front and back etched instrument panels are too wide. They will have to be trimmed to fit. The vac-form canopy is carefully cut out and white glue is used to fix it in place. The windows are then masked ready for painting. All the undercarriage and tail surfaces are fixed in place, leaving just the etch details, such as actuators, pitot and mudscrappers to be installed at the very end.

Accuracy

Published dimensions are as follows: span 8.46 metres, length 6.95m and a height of 2.1m. In 1/48th these measurements work out to 176.2mm, 144.7mm and 43.7mm respectively. Comparing the model with these measurements show that Special Hobby have again made a very accurate model, being spot on in every department. When made up, it captures the lines of this aircraft very well.

Colour Options

Four options are given. One for an aircraft of overall silver with French markings, plus three Italian schemes, one in overall ivory and two trainer schemes with mottled camouflage. I decided on a trainer from the Scuola Caccia di Castiglione del Lago (1940/41). The areas for the white wing & fuselage bands and rudder cross were sprayed first with Humbrol Satin white. They were masked. The grey lower surfaces were applied next. Then it was time to tackle the mottled scheme. First the overall sand colour was airbrushed, followed by the dark green and brown mottling. As soon I was happy with it, I removed the masking for the white and prepared the surfaces for the decals using a few coats of Klear (Future). They went on without a fuss, with no silvering at all. A coat of Humbrol Satin White was applied and the canopy masks removed. The final painting job was to brush paint the undercarriage, the red parts painted with a 50/50 mix of Humbrol 19 & 20, the rest in silver.

Decals

A nicely executed decal sheet, only the incorrect colour for the green on the rudder tricolor giving it a 9/10 rating instead of a perfect 10.

Conclusion/Recommendation

This is a very satisfying model to build. It all goes together very well, only the gap between the wing and fuselage causing any problems. The size of the model is just right for the distinctive mottled scheme (and something of a challenge on the smaller Azur kit!). This model gets a very high recommendation for all modellers interested in this type of aircraft.

Many thanks to Special Hobby for the review sample.

Chris Buebridge



OLIMP
MODELS

Curtiss Jenny JN-4A/D (Early)

Technical Data

Scale: 1/72nd
 Kit No: P72 001
 Price: £5.99
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Type: Injection Moulded Plastic
 Decal Options: 2 (USA & RNAS)
 Manufacturer: Olimp Models



Kit

Olimp Models are not a name I have heard of before, so I made a visit to their web site, www.olimpmodels.com. It's here I discovered that this is their first production kit, in a series of future kits all based around the Curtiss Jenny. It is an excellent site - well worth a visit; there are photographs of company built models, alongside colour profiles of the aircraft, which their decals represent. It also serves as a gateway into other sites for photographs of the Curtiss Jennies performing stunts at Daytona Beach at the height of the barnstorming years in the USA.

So what about the kit; this comes in a lightweight tray box with the lid displaying a watercolour painting of the aircraft in flight. This picture will prove invaluable later on as a rigging guide because there are no details given regarding this in their instructions. Opening the box reveals a heat-sealed bag containing three very pale grey spruces. These spruces are cleanly moulded with only a couple of the parts showing any flash. The moulding gates are small and any detail given to the parts or wing ribbing are all commendably well done. There is not a lot of cockpit sidewall detail shown but at this scale it will not be missed. Owing to the spruces doubling up for other versions, the wings are in three parts, which I am not keen on. I find there is lot of work involved in trying to hide the seams and make the wing blend as one unit. You will also find a few parts duplicated, so you'll have to be watchful and pick the right ones (engine/exhaust system) for your particular model. A decal sheet giving two colour options is enclosed in the box alongside the instructions.

Instructions

Eight pages of A5 make up the instruction booklet, comprising parts map, seven stages of construction in exploded views and two pages of final colouring and decal placement. Detailed painting is given throughout the build in alphabetical terms with a conversion chart into three manufacturer's paint codes -

Humbrol, Model Master and Revell. There is also a list of recommended sources, which I found to be a nice touch. This gives two Internet sites and four publications for further helpful information or interest.

Construction

With the gates being minimal, the cleaning up is pretty straightforward, so I was soon onto the cockpit. This is made up of a frame that supports the two seats and controls. I painted these in the recommended colours of various wood tones and the cockpit sides in linen. Here I did not attempt to paint the ill-defined bracing but used brown coloured pencil to highlight them instead. Fitting the fuselage halves together does require a degree of care, owing to the lack of locating pins to help with the alignment. But the fit is very good and I did not come across any problems. Next task is the cockpit openings. These come as a separate part and there are two on the sprue to allow Olimp to maximise their use for other versions. At this stage, the instrument panel also requires fitting. This is painted but the dials themselves come in the form of decals. I also fitted the separate radiator at this point, which is finely moulded with a nicely recessed honeycomb front. The engine assembly was built and painted as a separate unit and installed after the models completion.

Now to the wings; these as I said before are in three pieces each, with the top wing having separate ailerons. The problem here is, there is no indication in the instructions to the correct dihedral, if any, for this aircraft. After some research I did find a set of plans in a rival's magazine that indicated there is a slight dihedral to these wings, which appears to start at or near the joins. On the positive side once the glue has been left overnight to cure, the nature of the plastic does give a good solid joint. At this point it

becomes the parting of the ways. One method is building the wings with the struts, separate from the fuselage and fitted after painting. Or carry on building like a monoplane, and then add the top wing. I chose the latter. As I had already decided not to rig this model for the review I went ahead and fitted the top wing before painting. Although in hindsight, as you may gather, it did prove a bit tricky painting in certain areas. As fortune would have it, fitting the top wing is made relatively easy because all the placement marks for the struts (and the control horns) are already moulded into the wing surfaces. This just left the stagger of the wings to contend with. Here again, I had to turn to outside sources, photographs and drawings, to try and gauge the angle for the stagger.

The undercarriage came next and again, there are indentations on the fuselage base to make the job easier. I found these marks and the parts which make up the undercarriage very accurate making any alignment pretty straightforward.

The last on the list is the tail section. The tailplanes come as a single part as does the tail-rudder. With not much to go wrong they all fitted together exemplarily with the minimum of fuss. But in future I would consider leaving the tail-rudder off until the decaling is complete, owing to the control horns making the decal placement rather awkward.

Accuracy

The technical data in the instructions quotes: wing span 43ft 7in (13.28m) [not the printed 13.11m in the booklet], length 27ft 4in (8.33). I confirmed this data with the Encyclopedia of World Aircraft. The model dimensions are 180mm by 116mm for span and length, making the models span 1ft short in real terms and the length correct. I also checked the lower wing and this turned out to

be proportionally short in unison with the top wing.

Colour Options

There are two alternative schemes given; the first is for an aircraft based at a training school in Dallas, Texas, in overall linen with Olive Drab metal panels, the review model. The other is in the livery of the Royal Naval Service, with dark green over linen undersides. Both are from 1918 with wood struts and propeller.

Decals

The decals are dense with a high gloss varnish appearance; they are sharp and clean with virtually no carrier film. In use they were a little brittle, which did not fully manifest itself until I came to use the '15 Love Field' on the fuselage sides. The first one I used disintegrated on contact with water. For the other one, I applied a coat of Klear. When dry, this managed to hold the decal together long enough to get it into place on the fuselage side. Decal Rating = 7/10.

Conclusion/Recommendation

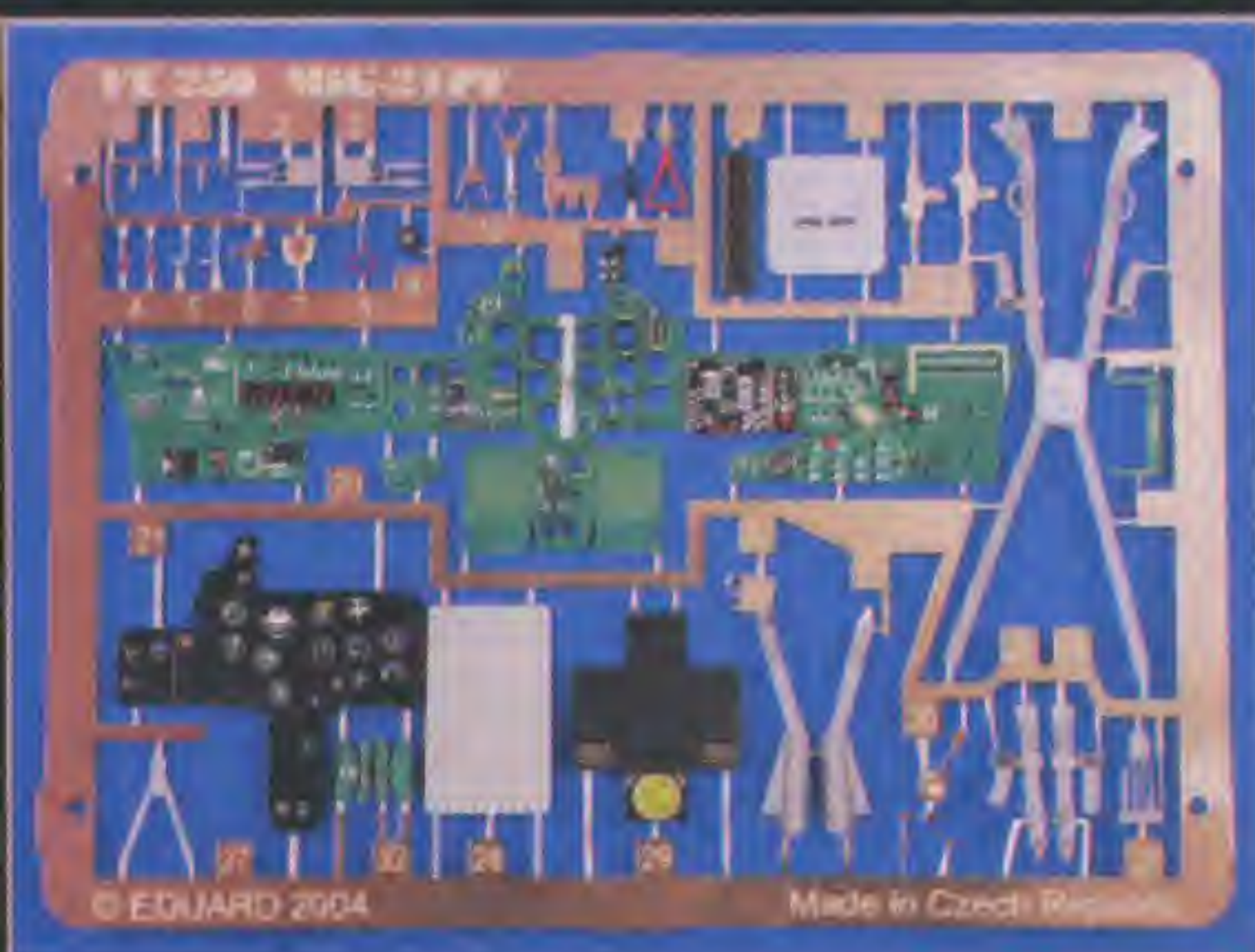
For a first kit, Olimp has produced a very well presented product, cleanly moulded, detailed and an excellent fit. I have seen this kit retailing under at £6, which to me represents good value for money for this quality. At this price point, it will also make a good first biplane kit for anyone who wants to try his or her hand at building this type of aeroplane, although a more seasoned campaigner will extract more from this Jenny. The end result is a very attractive model that I wished I could have presented in all its glory with the rigging, but until I can master the stretch spruce technique, this model will remain as the review photographs.

Many thanks to Olimp for the review sample.

Bryan A Wilson



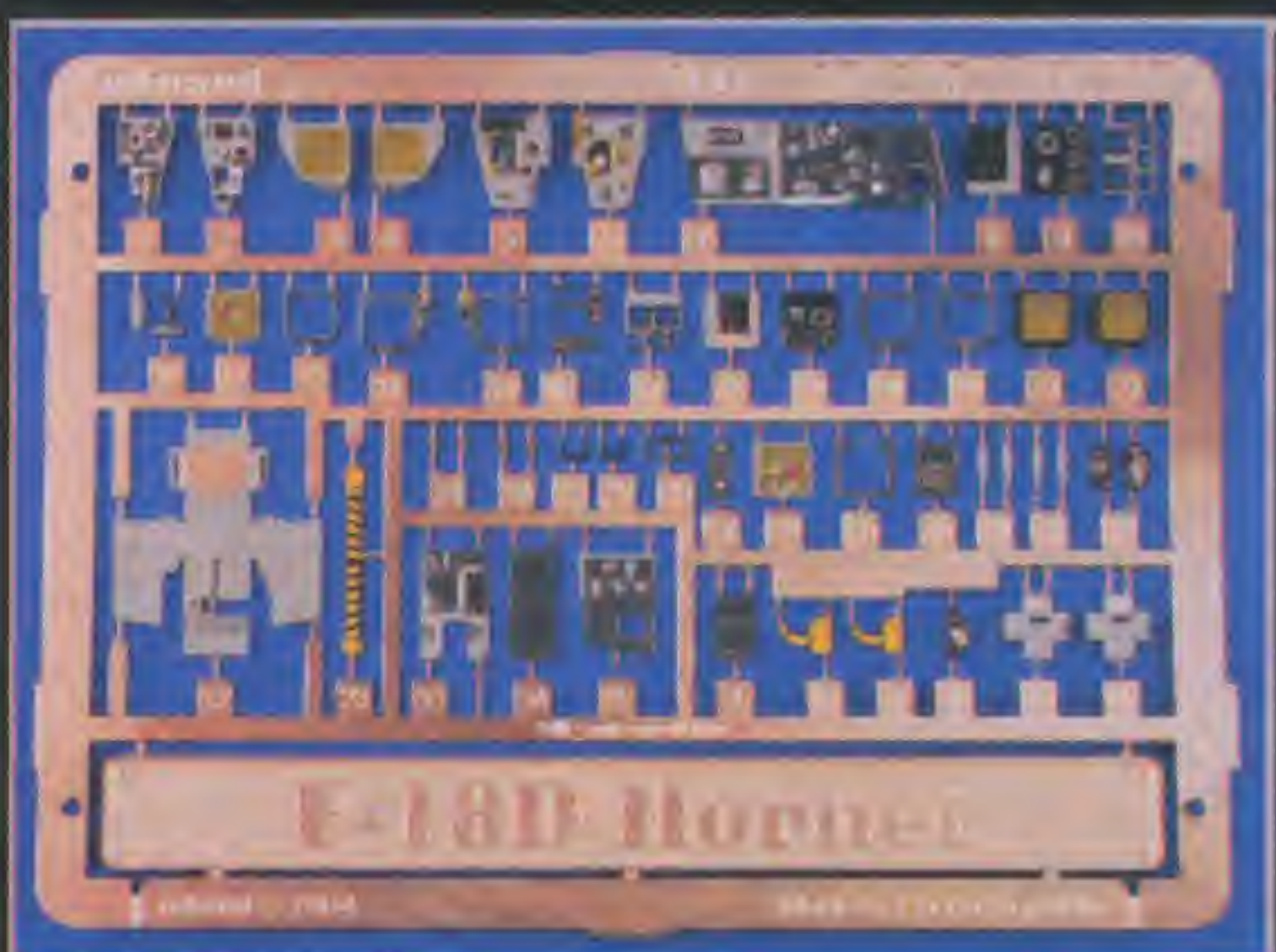
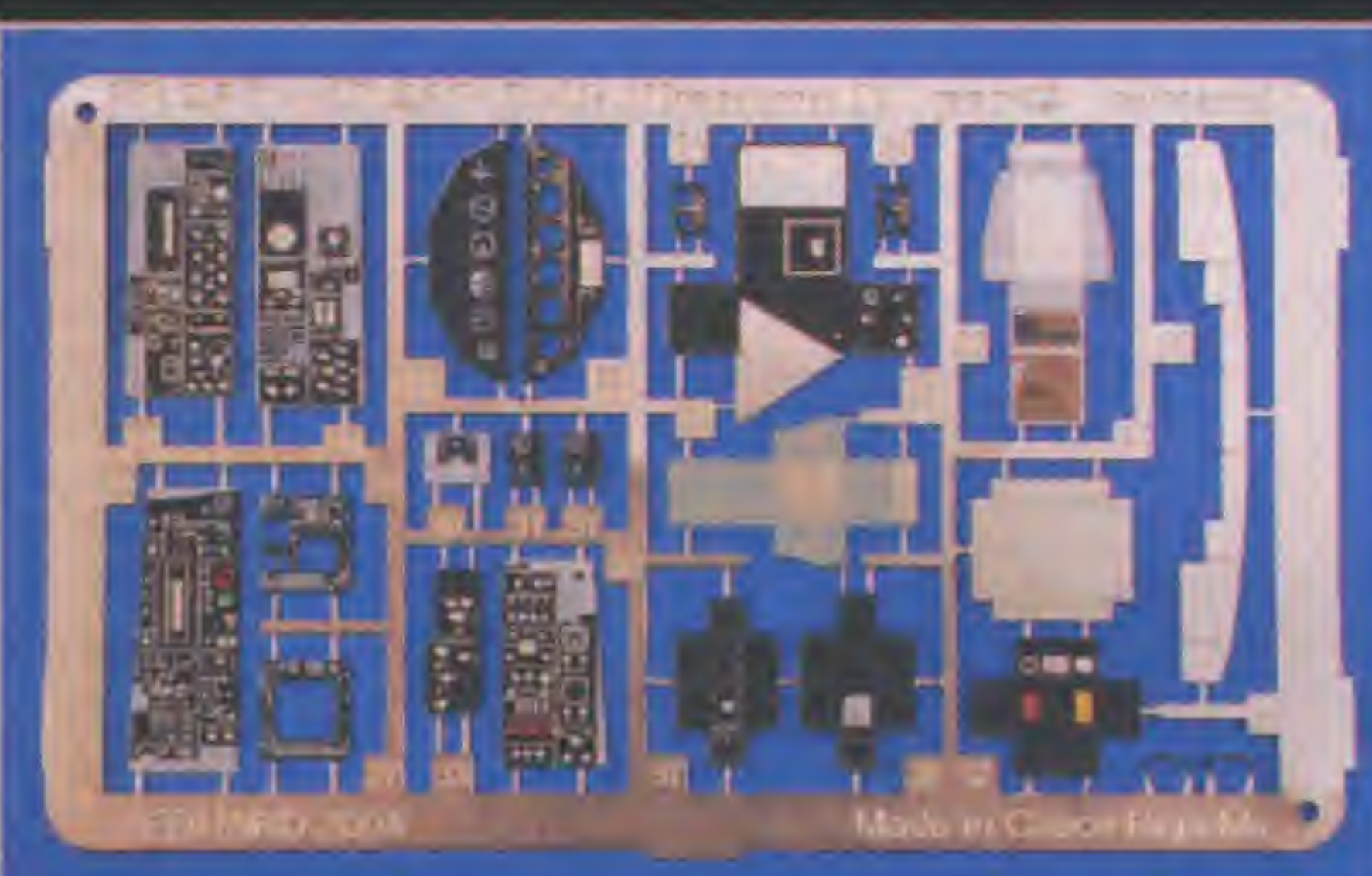
COLOR PHOTOETCHED SETS



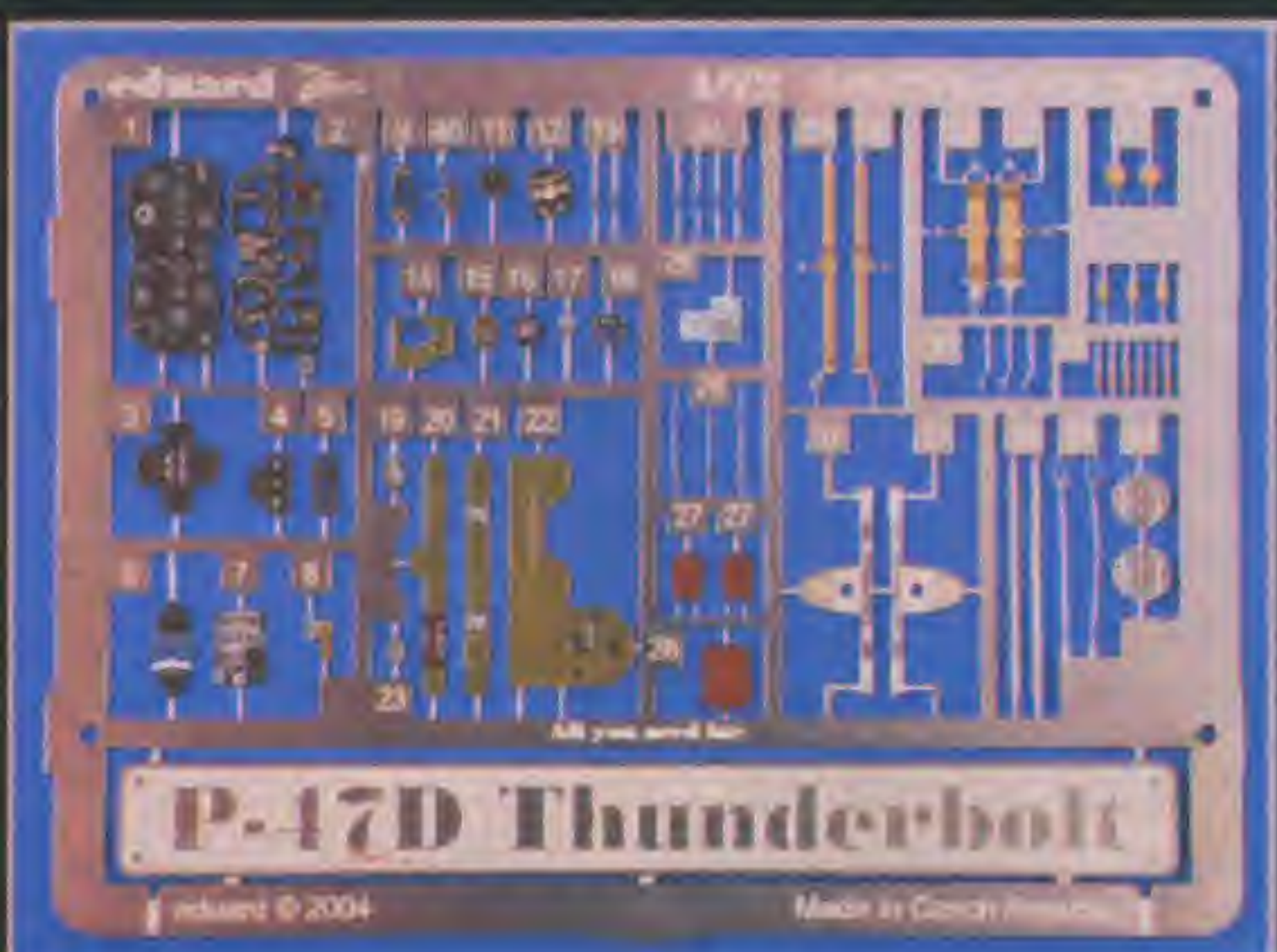
49 250, FE 250
MiG-21PF 1/48



49 257, FE 257
F-4G Phantom II 1/48



49 247, FE 247
F-18D Hornet 1/48



73 211, SS 211
P-47D-30 Thunderbolt 1/72



**LEGATO
KITS**

Savoia-Marchetti SM.93

Technical Data

Scale: 1/72nd
Kit No: LK056
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin & Vac-formed Clear Plastic
Decal Options: 1
Manufacturer: Legato
Worldwide Distributor: Modelimex



The Kit

The kit comes in a plain white cardboard box with the graphics on an outer secondary lid made from a laser printed sheet. The contents are a kit made entirely out of various shades of ivory-coloured resin with a large, but very thin, clear single vac-formed moulding for the cockpit enclosure.



Decals are a set of generic Luftwaffe markings (although an Italian dive bomber design, it was tested by the Germans until the 1943 Armistice). Overall moulding is typical limited run, with some minor surface imperfections and panel lines lacking the finesse expected these days. They were deeply scribed and appear to be hurriedly done. So much so, the scribe had slipped in a few places! It's not too much of a problem as they are easily filled.

Instructions

The A5 sheet has a hand drawn parts layout and assembly sequence on one side, with all parts given a Humbrol colour code. A markings guide is on the reverse, again using Humbrol colour codes. No history is given.

Construction

To help with the construction of this model, various photos were found via the Internet. First job was freeing the one-piece fuselage and the two wings from their casting blocks. They were left with very prominent seams, which required a fair amount of cleaning up. As a consequence, a small bullet fairing needs to be restored just before the exhaust stack and the leading edge of



each wing made smooth again, although comparing them with the photos suggest the inner leading edge is too sharp at the fuselage join. The wing to fuselage mating surfaces were also sanded smooth & level to get a nice clean butt join. The untidy wheel wells were reamed out with a grinding tool to improve their appearance. The rest of the assembly sequence is fairly trouble free, although mounts for the oil coolers had to be adjusted to get them to align properly. The cockpit has

the spinner shape right at all. It looked just plain silly on the model and was impossible to ignore. After a trawl in the spares bin, the front section of the drop tank from the Tamiya Dinah kit was found to be a reasonably good match. A hole was drilled in the tip for the cannon aperture. The photos also show that the undercarriage parts are not quite right either. To me, they look suspiciously like copies from the Italeri Ca.311 kit. That could explain why they were too short and the wheels too small. I would suggest adding about 2mm to the length of the main undercarriage and, if at all possible, find 1mm bigger diameter and fatter wheels. I used shortened and revised undercarriage legs taken from the Ltd IAR.80 kit and wheels from a Falcon Re.2005 kit. The correct 'sit' of the aircraft is now restored and has the added advantage of enabling a better fit for the undercarriage doors, which are made up of four sections. They are a bit thick, so make new ones out of thinner plasticard, if you wish. The exhausts were the last items to be glued in place, but not before they were trimmed. With no recesses in which to place them, they protruded far too much.

Accuracy

Published dimensions give a span of 13.9 metres, length 11.01m and a height of 3.79m. With this information, the model was found to be 3mm short on span, although with

the revised spinner and undercarriage, the correct fuselage length and height were restored. Having corrected the spinner and undercarriage this model does capture the look of this aircraft. Using the kit parts, it certainly wouldn't have!

Colour Options

This was a one-off prototype, so there is only one scheme. It is the of late WWII Italian camouflage scheme of Verde Oliva Scuro, with Grigio Azzurro Chairo lower surfaces. German markings are used, but the Regia Aeronautica fuselage band had been retained. I used Xtracolor X134 for the lower surfaces and X109 for the upper surfaces, using Tamiya tape to mask the windows. The white fuselage band was previously painted and masked with Humbrol Satin White. Humbrol Satin Varnish was used as a sealing coat.

Decals

A very simple sheet that, with the help of Klear (Future), was no problem to apply, although the Swastika was way too small. I replaced it with a correctly sized spare.
Decal Rating = 6/10.

Conclusion/Recommendation

On appearances alone this kit gets my vote, as I have not seen another aircraft like quite like it. The strange cockpit layout was to test the concept of having the pilot laying prone in order to avoid blackouts when pulling out of dives. Once the parts have been cleaned up, it is a relatively simple model to construct. If only a spare canopy was supplied, it would have made that part of the assembly much less stressful. The undersized spinner, incorrect undercarriage and rather crude panel engraving let this model down and I would only recommend this model to those willing to tackle these problems.

Many thanks to Legato for the review sample.

Chris Buebridge



Technical Data

Scale: 1/72nd
 Kit No: SH72052
 Price: £9.75
 Panel Lines: Recessed ✓
 Status: Revised Tooling ✓
 Type: Limited-run Injection Moulded
 Plastic, Etched Brass, Resin & Vac-formed
 Clear Plastic
 Decal Options: 2
 Manufacturer: Special Hobby
 UK Importer: Hannants



The Kit

Packed in Special Hobby's and other Czech manufacturer's familiar end-opening style of boxes. The kit, moulded in dark grey plastic, has all the usual modern traits of recessed panel lines, resin components, etched fret and vac-formed canopy. The quality of the mould is quite good with some flash that is inevitable with limited run kits of this nature. There are parts that are not required with this particular issue of the kit indicating other versions of the Hawk 75/P-36 family. On closer inspection, I could see that there would be some extra work involved with an amount of part preparation necessary before building.

Instructions

An eight-page instruction booklet covers items such as a short history of the type (in Czech and English), parts layout, an eight-stage construction sequence and lastly, two pages showing the two options available in the kit. Among these stages minor alterations to the kit parts are indicated where appropriate. As for painting notes, Humbrol colour codes and matching FS references are quoted for all relevant finishes. All in all, a good, clear and easy set of diagrams and guide to help you build the kit.

Construction

Stage 1 indicates a couple of the mods to be carried out to the kit parts as hinted at above. There, that fooled you all a bit didn't it! Construction didn't start with cockpit this time! The cockpit follows at stage two with the painting and putting together of the resin cockpit parts. These are well made and warrant careful painting. The fuselage halves require the inner sides to be pared down with sanding or grinding in order to accommodate the assembled cockpit tub before

joining all these together. I chose to join the fuselage halves after the aforementioned paring down and fitted the cockpit assembly from below to ensure alignment. The next stage calls for the assembly of the wing pieces that include the two circular wheel bay roofs that are to be added at the same time. Once done and left to dry, the engine unit is tackled. One has to be careful and use the correct parts to suit the model being built as the unused parts apply to another version of the type. In this case, the P-36A has a separate sprue with the appropriate parts. However, when completed as a sub-assembly, it is offered to the fuselage and it was here that I discovered a bit of a problem. The earlier P-36A had cowlings that tapered back meeting the shape and contours of the main fuselage. The kit parts fail here, as the rear edges of the cowlings do not do this thus leaving an opening. Among the etched fret, you get the cowl gills, and when curved and fitted the problem is not resolved! Maybe it's me but I am not all that convinced by this as using etched parts is not among my favourite media in modelling and though I did my best to make it look right, it just did not work. Perhaps the cowl halves should have the inner faces sanded with a taper before joining in order to bring the unit to meet the fuselage the way it should. The problem I met can be seen in the accompanying photo. In addition to this, when viewed from the front, another error is evident in that the opening is almost 'round' rather than oval as it should be. Anybody that has a set of good drawings or the old Monogram kit of the same subject can see what I mean!

Now that I've got the fuselage gripe out of the way, I'll continue with the rest of the model. Fitting the wings to the fuselage was not a great feat but gaps between the upper wing roots and fuselage needed filler. The underside faired much better. All the remaining parts such as the tailplanes, undercarriage and resin upper nose gun ports and lower nose exhaust outlets are all quite straightforward to fit. One weak point is the tail wheel that is cast in resin and therefore very brittle and easily broken as happened to the review model. Finally I added the carefully cut out vacform canopy and side window panels. I used cyano sparingly to fix these in place in order to achieve a smooth join. This method only requires careful masking for painting to leave a uniform blend between transparencies and airframe.

Colour Options

There are only two options and they both cover P-36As that took part in defence of Pearl Harbour on 7th December 1941 (hence the kit title). Option 1 deals with an overall bare metal Hawk coded 48/86 of the 46th. Pursuit Squadron 15th Pursuit Group as flown by 2nd Lt. P. Rasmussen and who claimed one victory on that 'day of infamy'. I opted for this choice to finish the review model as it also symbolises the last of the colourful pre-war era schemes before camouflage took over for the next few years, while the second option heralds the start of camouflage on US Army types at the time. This option has a Hawk in the Olive Drab over Neutral Grey scheme that was just coming into vogue as just mentioned and used by 2nd Lt H. Winston Brown who claimed two victories on the same day, the unit being the 47th. Pursuit Squadron 15th. PG at Wheeler Field, Hawaii. One unusual colour note I noted on the instruction sheet indicates the rear of the propeller blades as being painted in maroon! I painted the model's prop blades black, as I'm not sure about the maroon.

Decals

In my view probably the best part of the kit (other than the very nice resin cockpit). They are very nicely printed and are in perfect register. On using them, they preformed extremely well and responded to the usual solvents that eliminated any silvering. I was particularly impressed with the fit of the fin stripes. They lined up perfectly and did not need any touching up with paint along the trailing edge of the rudder.

Decal Rating = 10/10.

Accuracy

Overall, the general shape of the model looks quite good. There are

a few areas that I feel need pointing out where shape is concerned. The outline shapes of the tailplanes do not seem to be quite right. There appears to be too much of a forward sweep to the trailing edges of the elevators. I compared the parts to scale drawings of this Curtiss series that revealed this fault. The fuselage shape is fine with the exception of the engine cowl area as mentioned earlier in this article. This problem can be seen when compared with the drawings on the kit instructions although the tailplane outline matches those of the kit. Perhaps the P-36 tailplane shape is slightly different to the later P-40 series?

The wing outline looks good too but the characteristic upturned underside to the wing tips is not there. I will leave any in depth measuring and comparisons to the 'micrometer' modellers out there and the rest is up to the individual.

Conclusion/Recommendation

There have been quite a few kits of the P-36/H-75 family issued over many years and I believe there are more to come. However, this kit is acceptable if one is not too overly bothered by some of the moderate errors such as those I have mentioned here. I quite like the type and this kit is OK but not my favourite I'm afraid. Don't let that put you off as it is a bit of a challenge to make and at the same time assembled fairly quickly. I'd recommend it to the more experienced modeller but that's about it. Another thing, I do very much appreciate the kits put out by the likes of Special Hobby and have a fair number of them in my stock and collection but in my opinion this one is not their best.

My thanks go out to Special Hobby for supplying the review kit.

Paul Janicki



LEGATO KITS Nardi F.N.305

Technical Data

Scale: 1/72nd
Kit No: LK049
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin & Vac-formed Clear Plastic
Decal Options: 1
Manufacturer: Legato
Worldwide Distributor: Modelimex



The Kit

The kit comes in a small plain white cardboard box, with an extra paper lid for the kit graphics, a common feature of Legato kits. The contents include a kit made entirely out of cream coloured resin, with a tiny,



very thin clear single vac-form moulding for the cockpit enclosure, which I was afraid of losing. Decals are a set of generic Italian markings. Overall moulding is good quality, the panel detail on the one-piece wing being particularly well done. However, in sharp contrast the fuselage has some very deeply engraved panel lines.

Instructions

The instructions are provided on two small A6 sheets. The first sheet has a rather crudely drawn exploded assembly diagram which is easy to follow and the other sheet, in colour, describes the simple overall pale cream colour scheme and includes a template for the red fuselage flash which unfortunately was the wrong size.

Construction

Before any work is done on the cockpit, the more difficult task of mating the one piece wing to the fuselage ought to be tackled first. The central forward wing area is too fat, creating a prominent step at the nose join. Therefore the leading edge and the mid wing area, both above and below need to be sanded to fit.



Several test fittings will eventually cure this problem. The shape of the wing needs slight alteration too. The inner leading edge should be square to the fuselage, forming a slight kink further out when viewed from above. The messy wheel wells should also be cleaned up a bit, using a cylindrical grinding tool. The fuselage is actually

when being trimmed to fit. It allows a reasonably good view of the nicely detailed seat, which is complete with seat belts, but not a lot else can be seen inside. The undercarriage is fragile. In fact I had to rebuild one of them. The linkages are best replaced with plastic rod of thinner diameter. Both the rudder and elevators show minor outline inaccuracies, but short of scratchbuilding new ones, they can be safely ignored.

Accuracy

No dimensions are given, but they should be identical to the two seater version, ie. a span of 8.46 metres, fuselage length of 6.95m and a height of 2.1m. Comparing the model with the one photo I have seen of this aircraft (which was minus its wings) shows it has captured the look reasonably well, although I feel the nose does not look quite right. One glaring error is the exhaust detail. There should be six stubs, not five!

Colour Options

This prototype was very pale ivory overall with a red flash running the length of the fuselage. The rudder

has the standard tricolor with fasces appearing on both the fuselage and wings. I mixed a bit of Humbrol 41 into Satin White to create the very pale ivory colour. Tamiya tape was used as canopy mask, as well as a mask for the fuselage flash, which was sprayed with a 50/50 mix of Humbrol 19 and 20 as soon as the main fuselage colour had dried. I borrowed an unused rudder decal from the Azur FN305 kit, otherwise the green, white and red areas on the rudder will need to be painted. This is because only the Savoy Crest is supplied as a decal.

Decals

A very simple, nicely printed sheet, the transfers being easy to apply. However, it's incomplete, there are no decals for the fuselage flash, rudder tricolor or the lettering. Therefore it gets only a 3/10 rating.

Conclusions/Recommendation

This is an interesting, if not unfamiliar, variation of Legatos earlier two-seater offering. It's diminutive size should enable it to find a space on even the most crowded of model shelves. With Azur and Special Hobby's injection moulded kits now available, a nice little collection of this important trainer aircraft is now possible. However, compared with these injection moulded kits, it is not quite up to standard, so I could only give it a guarded recommendation, especially in view of the fact that it could be a relatively simple conversion project for these injection kits.

Many thanks to Legato for the review sample.

Chris Buebridge



L-13 Blaník

Technical Data

Scale: 1/72nd
Kit No: G19
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin & Vac-formed Clear Plastic
Decal Options: 4
Manufacturer: CzechMaster Resin (CMR)
UK Importer: Check Hannants for price and availability



The Kit

The Blaník L-13 is unique among sailplanes in that it is constructed almost entirely of metal. In kit form, there has only been one other kit to 1/48th by Modela I believe who produced it in injection form back in the 70s. I have one and the quality is very good compared to modern standards. However, this new kit by Czech Master is excellent and is very well tooled in resin. All the trailing edges to the wings and tail surfaces are very sharp and all the surface detail is nicely represented as recessed lines. There are only fifteen parts and two (one spare) vac-form canopies to the kit. The cockpit has adequate detail that only needs the straps adding to the seats if required. The parts are well packed within individual poly bags, including the decal sheet and canopy within a larger external bag.

Instructions

The instructions consist of two A4 sheets, one with a clear exploded diagram and painting notes for the cockpit interior and the other with scale drawings showing the four options available in the decals. The scale drawings are particularly helpful in aiding correct decal placement. The 'header' card that is enclosed in the bag has one of the schemes depicted in colour.

Construction

The building of the kit is pure simplicity. The one-piece fuselage has a moulding line that needs to be sanded off. The cockpit parts are made up of a pair of seats, the two control columns and instrument panel parts. Once all this is done and painted to suit the canopy can be carefully cut out from its carrier and tidied up for fitting that I found to be rather good. I masked the clear part at this stage in readiness for painting later. The wings are butt joined to the fuselage so need to be carefully aligned when gluing into place. The same goes for the tailplanes, separate rudder and optional tail wheel units. With a final clean up and another wash in soapy water the model is ready for painting. A quick build isn't it! It took me about three hours in total to get it up to painting stage.

Colour Options

All but one of the schemes have the bare metal finish. The only differences are the styles of cheat lines that are supplied in decal

form add a splash of colour. These are typical Blaník House colours. The four options are:

- German registered L-13, D-9208 in the overall white finish with red trim.

Then the three bare metal options and they are:

- HB-942 of Switzerland
- US registered N14RB with a colourful fin as seen on the photo of the review model
- No.426 of the RAF/ATC with standard D type roundels with RAF-ATC within the white segment of it. In addition there are two bands around the fuselage that are described as being red. I believe that these bands should probably be Day-Glo. I would have finished the model in this scheme but chickened out due to a lack of firm information regarding these bands. All four options have red wing and tailplane tips. I airbrushed the model using Xtracolor silver and then buffed with a touch of SNJ and a coat of Klear followed by another coat after decaling.

Decals

These are excellent. All the items in the sheet are in perfect register and have good colour density. When being applied, I found them to be quite forgiving and had no trouble with any of the decal solvents or silvering. Decal Rating = 10/10.

Accuracy

Not having any data on the instructions or any references of my own, I can only go by the supplied drawing to refer to the models accuracy. Quite honestly I don't think there is much to worry about as I'm sure the model is accurate as it does come from its country of origin. It certainly looks perfect.

Conclusion/Recommendation

My glider and sailplane collection is now steadily growing with this splendid kit now added. It is a lovely model to have and as mentioned above is very quick and easy to build so is recommended to all. I enjoyed making it and will seek out another probably as I fancy finishing it in the RAF scheme or maybe the white version!

Thank you to CzechMaster Resin for producing a fine kit.

Paul Janicki



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Polikarpov I-15

Technical Data

Scale: 1/72nd
Kit No: 72047
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, Resin & Vac-formed Clear Plastic
Decal Options: 5
Manufacturer: Pavla Models
UK Importer: Hannants

Polikarpov I-15



The Kit

This kit is of mixed media type, using both plastic and resin in the construction. It arrived in the standard Pavla box made of lightweight cardboard. The top shows two profiles of the contents, set against a white background with a blue surround. Inside the box is one dark to medium grey sprue, which looked quite small compared to the box size. The parts were free of flash with no sink marks. The fuselage outer surfaces exhibited fine louvre vents and even finer engraved panel lines, with the flying surfaces covered with nice ribbing and well-defined ailerons. Now for the rub, the whole sprue feels gritty, not unlike rubbing sand between your fingers. This prompted me to look at other Pavla reviews, but I failed to find any mention made regarding this fault, so this could be a one-off. Accompanying the sprue were two other poly bags, one containing eight beautifully cast resin parts, and the second, the vac-formed windscreen complete with spare. An instruction booklet, and the small, but densely packed decal sheet, which covers the five different camouflage options, were also included.

Instructions

The instruction booklet comprises sixteen pages with the majority of the pages devoted to the five camouflage and markings options. Written in both Czech and English, it starts off with a brief history followed by the parts map and paint colour codes. The paint colours are given in Humbrol terms and where appropriate FS numbers are also given. The eleven stages of construction are well detailed and following a well-trodden path using exploded views. Unusually, and especially considering this aircraft has the minimum of rigging, there is a rigging diagram included. All in all, Pavla have put together a highly informative instruction guide.

Construction

It's always best to wash limited run kits before any assembly is undertaken. So while I had the parts soaking in the washing up bowl, I decided to deal with the sprue's gritty finish. Armed with some well-worn 1200 wet and dry, I gave the sprue the old one two. This actually did the trick very nicely, revealing a smooth polished surface although the plastic exposed itself to be of the hard variety.

The cockpit is built up using both resin and plastic parts, so super-glue will have to be used. Consisting of a resin floor with sides, the rest of the parts are assembled on this, building up into a unit, for fitting inside the fuselage. It is all well detailed consisting of frame sides, foot controls, control column and seat belts moulded on to the pilot's seat. I painted all this and the fuselage interior in the recommended colours of silver, with touches of black here and there, with linen for the belts. With the cockpit unit ready to install I hit my first problem. It turned out to be far too wide for the allotted space between the fuselage halves. I had numerous trials of test fitting and sanding after this, finishing up in the end removing a good millimetre from each of the sides of the unit before I could get the halves joined.

Step 3: This shows the fitting of the rear gear housing/air intake (part R3), to the engine. This assembly should bring the air intake up beneath the top wing, when the engine is fitted. It doesn't. I had joined them per instructions, then had to razor-saw the air intake away from the gear housing, in order to get this into position beneath the wing.

Then I did something odd; I fitted the top wing before the bottom. Maybe it was messing about with this air intake, I don't know, but that's how it happened. The wing is butt jointed (like all the joints on this kit) to the fuselage and is a good fit, requiring only the setting up of the alignment. The bottom wing and the

struts were a different matter. I attached the struts, to the bottom wing and then found them to be too long. They stopped the wing making any contact with the fuselage. Owing to the unique shape of these struts they could not be reduced. So I had to resort to removing the fillets, which are moulded on the wing surfaces. This may sound like the death-knell for this kit but in reality, I found there was not any noticeable difference to the finished model.

The rudder, tailplanes and undercarriage legs all assembled without any problems, needing only care and attention when fitting.

The engine/cowl assembly can be treated as a separate unit from the rest of the kit and fitted after painting. These parts are resin, except for the propeller, which is plastic and is one of those types with separate blades connected to a boss. Full painting details are given for the engine in the instructions, leaving the only pitfall to watch out for, which is the seating of the engine in relation to the fuselage. You may be required to make some slight adjustments to get the engine to seat square against the fuselage, as mine did.

The vac-formed windscreen, which comes with a spare, was fitted after painting and is small and fiddly to say the least. To top it all, you will have to drill a hole in the screen for the gun sight. I nearly passed on that one.

Accuracy

Pavla technical data gives the upper wing span as 9.74m and the length as 6.10m. The model came out at 136mm by 85mm, which makes the kit very accurate if you take into account any discrepancies in my measurements. The problem arose when I came to confirm their data. Two different sources give me two other conflicting sizes, these basically made the model 10mm oversize on the wing span and 2mm under on length. So for the moment the jury is out and I will stay with Pavla's data for the time being.

Colour Options

There are five colour options given, so you are spoilt for choice. Three are in the Spanish Republican colours, of green (FS 43151) over blue (FS 35550) with red fuselage band and wing tips. There is one scheme in Spanish Nationalist Party markings. Again green over blue but without the red band and wing tips, although this has a white rudder for the black cross decal. For the last scheme we have overall silver, with red struts, spats and rudder. This aircraft belonged to the Russian Hero Ivan Pavlov, holder of the Red Banner Order. The review model represents an aircraft that participated in the air defence of Barcelona and Valencia as part of the famous 'Patrulle de Los Torros' unit.

Decals

Considering the number of options available, the decal sheet is quite small, but my, aren't they tightly packed! Sharp and in prefect register, the decals are beautifully printed, with the right density required for the dark backgrounds. They responded well to setting solutions and dried with a glossy finish. An excellent set. Decal Rating = 10/10.

Conclusion/Recommendation

There were a few faults with this kit but none of them were insurmountable. All they managed to do was slow down the construction. I personally made the cockpit harder in the review by not test fitting the floor before assembly. So that's a lesson for me in the future. As for the end result, I am very pleased with the model. For me, it has character and captures the look of the real aircraft. I cannot recommend this kit to the beginner, but a slightly more experienced modeller who is prepared to take their time building this kit, will not be disappointed.

My thanks to Pavla for the review sample.

Bryan A. Wilson





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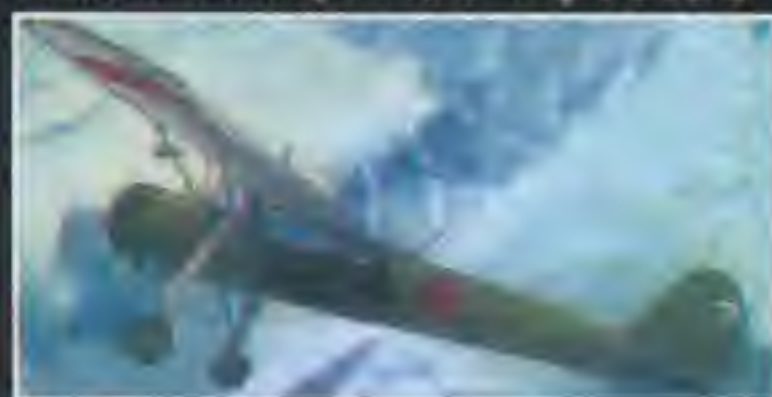
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accessories

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Editor (Richard A. Franks), Media House, 21 Kingsway, Bedford, MK42 9BJ, UK

Part

It has been quite a while since we have reviewed any new etched sets from Part (See Vol.10 Iss.2), so we are pleased to have received this latest batch from Jadar-Model, their worldwide distributor, this month.

1/72nd Scale

Subject: Nieuport IV

Scale 1/72nd

Product No: S72-224

Type: Accessory

Designed for: A-Model kit

Price: £TBA

Includes: The usual fare for a WWI subject, this set includes a new control column, fuel tank, seat, entire interior framework, various sidewall and bulkhead items (primer etc), engine cowling details, pushrod linkage, propeller boss, control horns, flight wire turnbuckles, wire wheels and various undercarriage components.

Subject: LTV A-7D Corsair II

Scale 1/72nd

Product No: S72-225

Type: Accessory

Designed for: Italeri kit

Price: £TBA

Includes: This set offers both internal and external detail in the shape of new cockpit side consoles, instrument panel with acetate backing film, instrument panel coaming, HUD, canopy sills, various details for the ejection seat (including seat belts), canopy frame with rearview mirrors, wheel hubs, fuel tank fins, interior faces for main and nose wheel doors, afterburner ring, upper and lower wing spoilers, rear ventral fuselage vent and the towing eyelet for the front nose oleo.

Subject: Republic P-47N Thunderbolt

Scale 1/72nd

Product No: S72-226

Type: Accessory

Designed for: Italeri kit

Price: £TBA

Includes: Although the Italeri kit is a dimensional nightmare this set allows you to add a new ignition harness to the engine, compression and door linkage to each oleo, new undercarriage doors, tailwheel hubs, main wheel hubs, tailwheel door linkage, cowl gills, supercharger rear vent doors,

instrument panel with acetate backing film, gunsight, seat, seat belts and seat frame, cockpit sidewalls, fuselage grab handles, downward ident. lights, VHAR fins and separate sway braces for each wing pylon

Subject: North American B-25 Mitchell

Scale 1/72nd

Product No: S72-227

Type: Accessory

Designed for: Hasegawa kit

Price: £TBA

Includes: This seems to be a generic B-25 set from Part, as to follow you will find type-specific sets as well. It offers new engine ignition harnesses, engine cowl exhausts, rear gunners station with seat and seat belts, ammunition boxes and feeds for the rear and mid-fuselage gun stations, ventral access hatch and ladder, the complex-looking, 'perforated' bomb doors, control linkage, main oleo details and wheel hubs and blast plates for the fuselage-mounted machine guns.

I suspect that all these details relate to any B-25 so can be used on their own or in conjunction with the other 'type' sets that follow this review.

Subject: North American B-25J Mitchell

Scale 1/72nd

Product No: S72-228

Type: Accessory

Designed for: Hasegawa kit

Price: £TBA

Includes: This is a 'type-specific' set and could be used in conjunction with the previous set. It offers a new instrument panel with acetate backing film, rudder pedals, seats with seat belts, throttle control box, cockpit floor and sidewalls, bombardier's station details and ammunition boxes and feeds as well as interior framework for the nose and cockpit canopies.

Subject: Lockheed P-38J Lightning

Scale 1/72nd

Product No: S72-229

Type: Accessory

Designed for: Academy kit

Price: £TBA

Includes: Having already had all the resin sets for this lovely new kit, let's see what Part has to offer in etched form. This set offers a new instrument panel with acetate backing film, rudder pedals, seat and seat belts, rear decking complete with radio equipment (the fascia for these being separate, so you could just add it to the kit parts?), a throttle box made up of eleven laminates of brass(!), oleo leg compression linkage, radiator doors, engine cowl screens, wheel hubs, main undercarriage bay details, bomb fins, supercharger tail-boom doors, crew ladder, canopy-mounted rearview mirror, drop tank details, ventral aerial mast, downward ident. lamps, various engine cowling outlet vents, main undercarriage door details and linkage and separate fuel filler points for the upper wings.

Nice set, problem is I now need to get another kit to put them in, as I have all the resin bits in the other one!

Subject: North American B-25H Mitchell

Scale 1/72nd

Product No: S72-230

Type: Accessory

Designed for: Hasegawa kit

Price: £TBA

Includes: This is your final Mitchell set today, but again it could be used in conjunction with the previous B-25 sets. It offers a new instrument panel with acetate backing film, rudder pedals, seat with seat

belts, throttle control box, cockpit floor and sidewalls, ammunition racks, 75mm gun support cradle, new nose (gun bay) bulkhead, support frame and ammunition boxes with feeds.

About the only problem with this and the previous B-25 sets is that the location of certain assemblies is not really very well defined in the diagram shown on the last page of the instructions. The B-25H being worst, as the location of the ammunition rack (#K) is just shown as a vague location in the port fuselage cockpit area.

1/48th Scale

Subject: Gloster Gladiator Mk II

Scale 1/48th

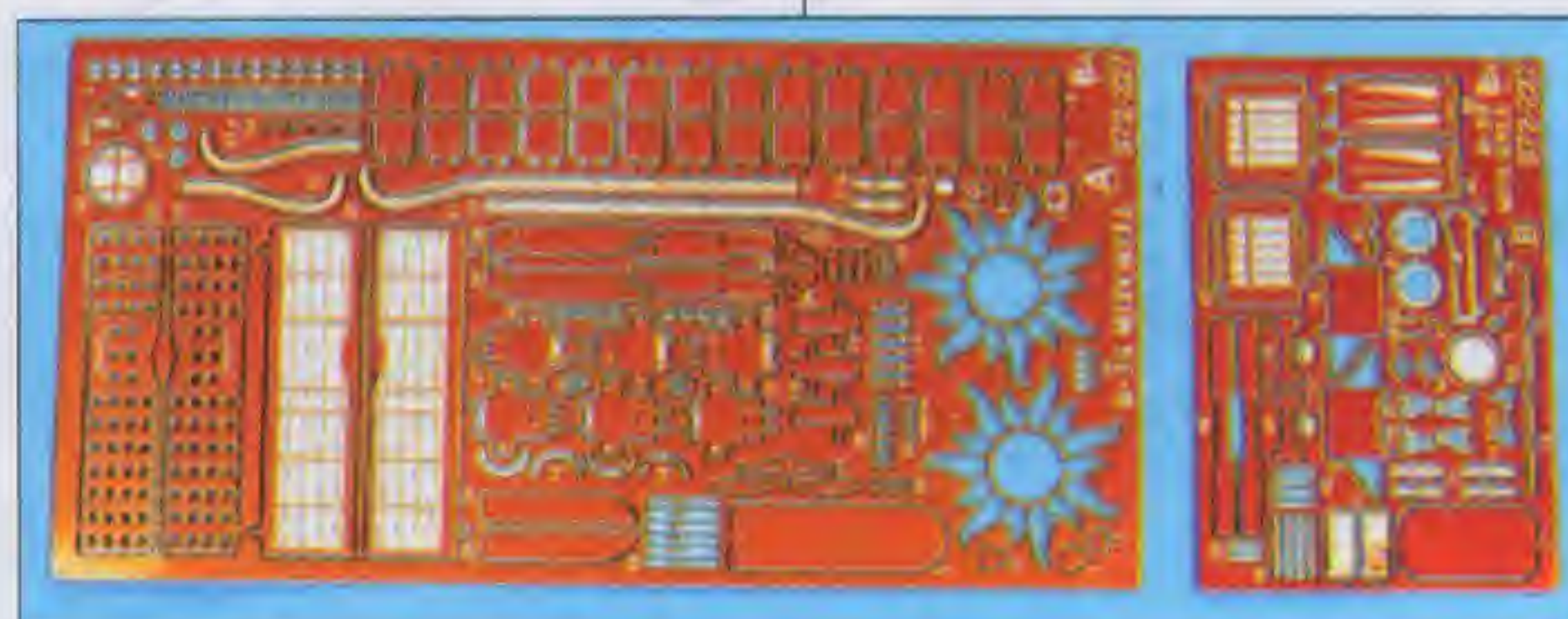
Product No: S48-130

Type: Accessory

Designed for: Roden kit

Price: £TBA

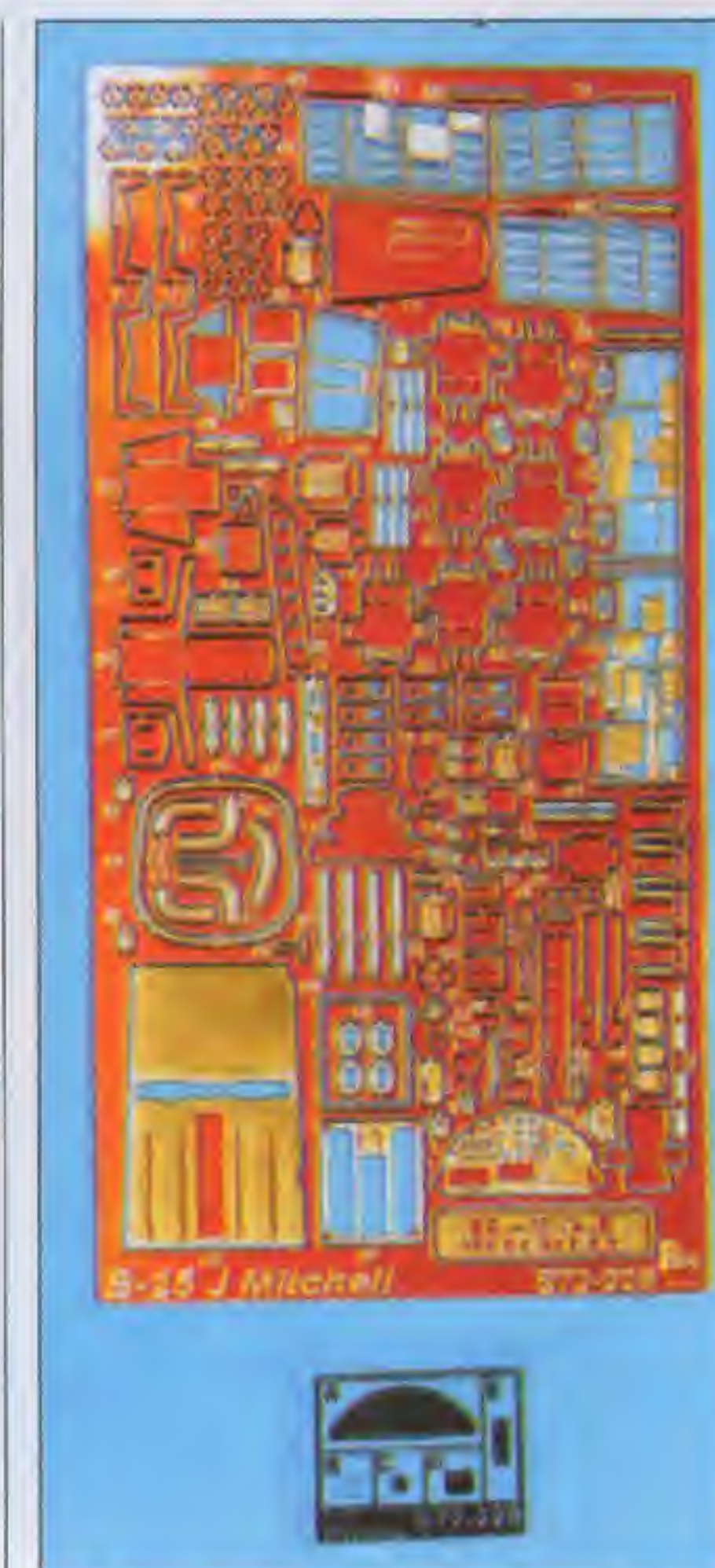
Includes: Eduard have already done their couple of sets for this kit, so what can Part offer? First of all ignore the 'Swedish Version' notes, as that should be 'Finnish Version' I am sure? Anyway you get 'Swedish' and British instrument panels with acetate backing film and various sidewall details, throttle box, seat and seat belts. Universally there is a new rudder bar assembly, canopy framework, wheel hubs, details for the skis, cockpit access door, carburettor intake ice guards, rear headrest and bulkhead, oil cooler shutters, machine



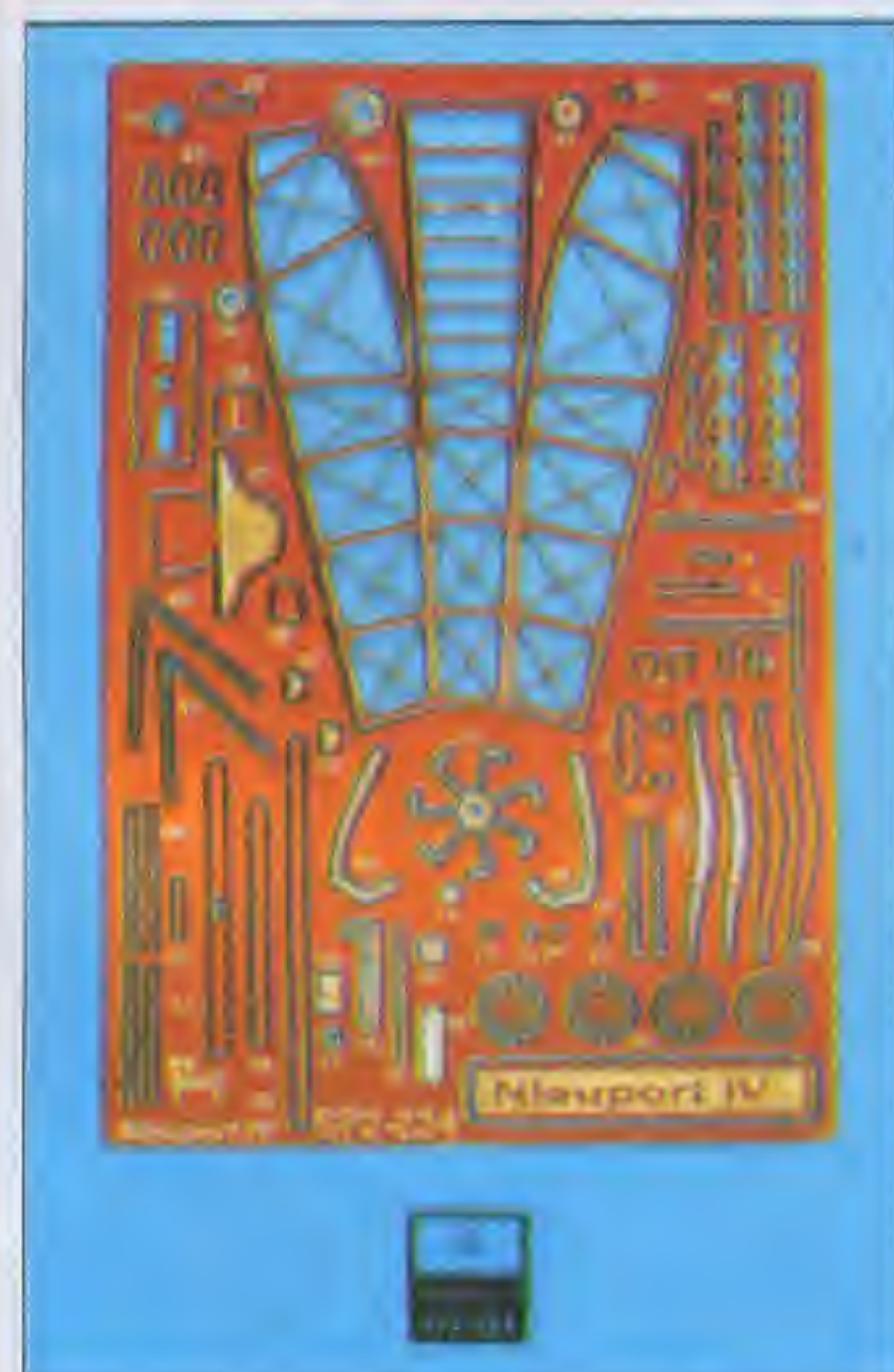
S72-227 North American B-25 Mitchell (Hasegawa) - Part



S72-226 Republic P-47N Thunderbolt (Italeri) - Part



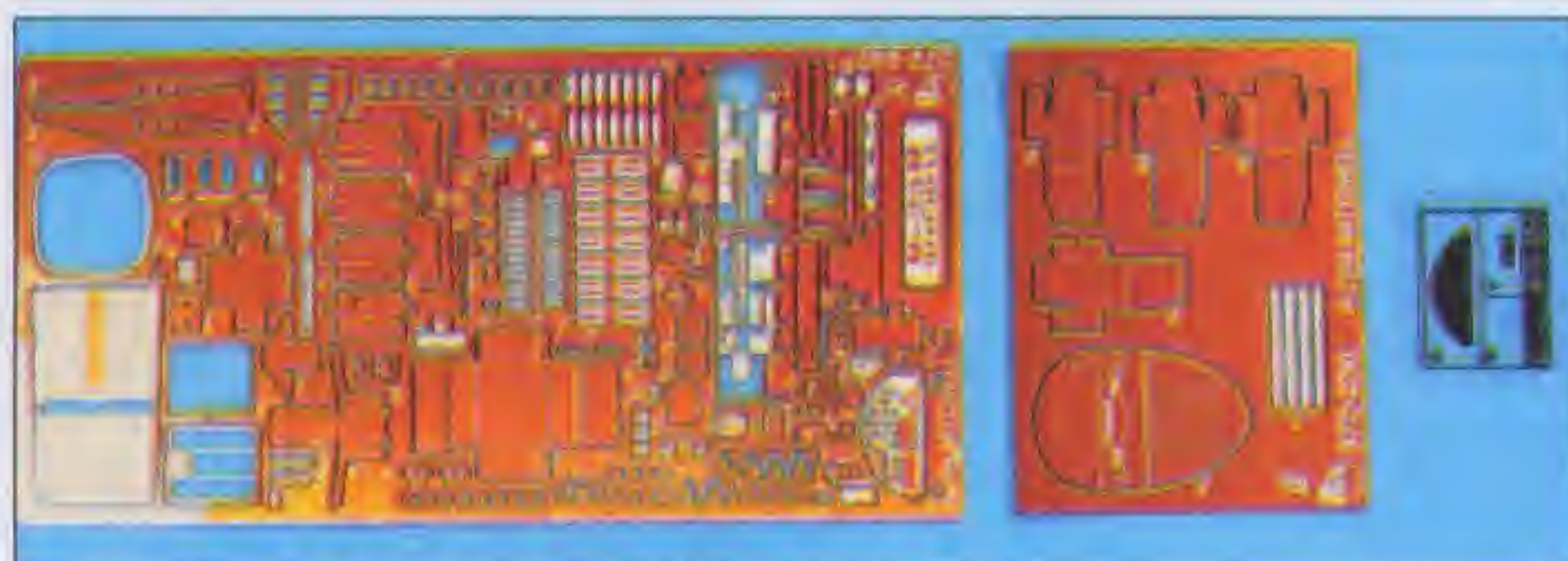
S72-228 North American B-25J Mitchell (Hasegawa) - Part



S72-224 Nieuport IV (A-Model) - Part



S72-225 LTV A-7D Corsair II (Italeri) - Part



S72-230 North American B-25H Mitchell (Hasegawa) - Part

gun perforated barrels, upper and lower flaps, various flight wire related lead-in and access panels plus a whole set of flight wires (the originals being oval not round, so maybe etched is OK in this scale for them?)

Subject: Fokker D.VII [Late]

Scale 1/48th

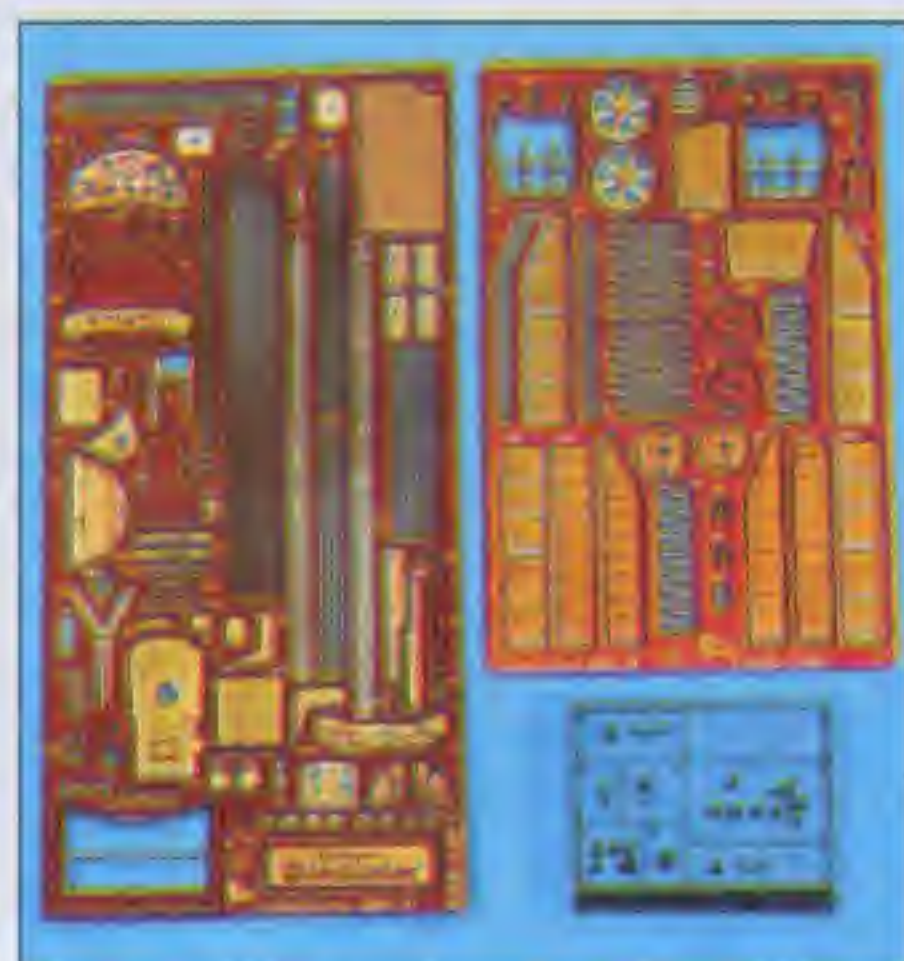
Product No: S48-131

Type: Accessory

Designed for: Roden kit

Price: £TBA

Includes: This is a pretty involved set and offers a completely new fuselage framework (do not know if 'flat' etched can work for this in this scale though?), control column, cockpit floor, rudder pedals and kick-plates, compass, 'fabric' rear bulkhead, priming pump, throttle (sidewall mounted as the 'fighting throttle' is part of the control column), instrument



S48-130 Gloster Gladiator Mk II (Roden) - Part

panel with acetate backing film, machine guns, wire wheels, grab handles and foot steps, radiator shutters, the late-style (Fokker built) engine cowlings and details for the propeller hub.

The Roden kit does not fit that easily, so I do not know how well this set will integrate with it during the build!

1/32nd Scale**Subject: Curtiss P-40B Warhawk**

Scale 1/32nd

Product No: S32-012

Type: Accessory

Designed for: Trumpeter kit

Price: £TBA

Includes: Now I do not have a copy of the Trumpeter P-40 to scale this set up against, but going by the dimensions quoted in the instructions for the correct location of the 'floor', I suspect this set corrects the 2/3rd undersize nature of the kit's cockpit area! What you get are new sidewall stringers and frames, rudder pedals, instrument panel with acetate backing film, radio, electrical and throttle boxes for the



S32-012 Curtiss P-40B Warhawk (Trumpeter) - Part



S72-229 Lockheed P-38J Lightning (Academy) - Part

sidewalls, new pilot's seat (no seat belts though), the cockpit 'floor' (really the top of the wing) and rear bulkhead. As I have said the instructions quote 32mm as being the depth from the top of the seat support frame to the cockpit floor, so I suspect this corrects that fault in the kit.

Subject: Curtiss P-40B/C Flaps

Scale 1/32nd

Product No: S32-014

Type: Accessory

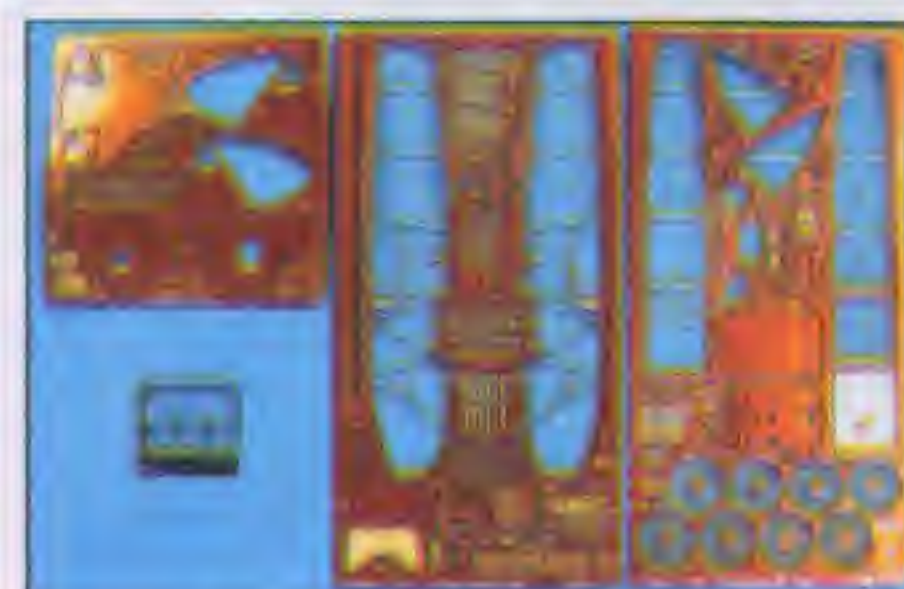
Designed for: Trumpeter kit

Price: £TBA

Includes: As the title suggests, this is a complete set of separate flaps and interior structure for the P-40B/C.

Conclusion

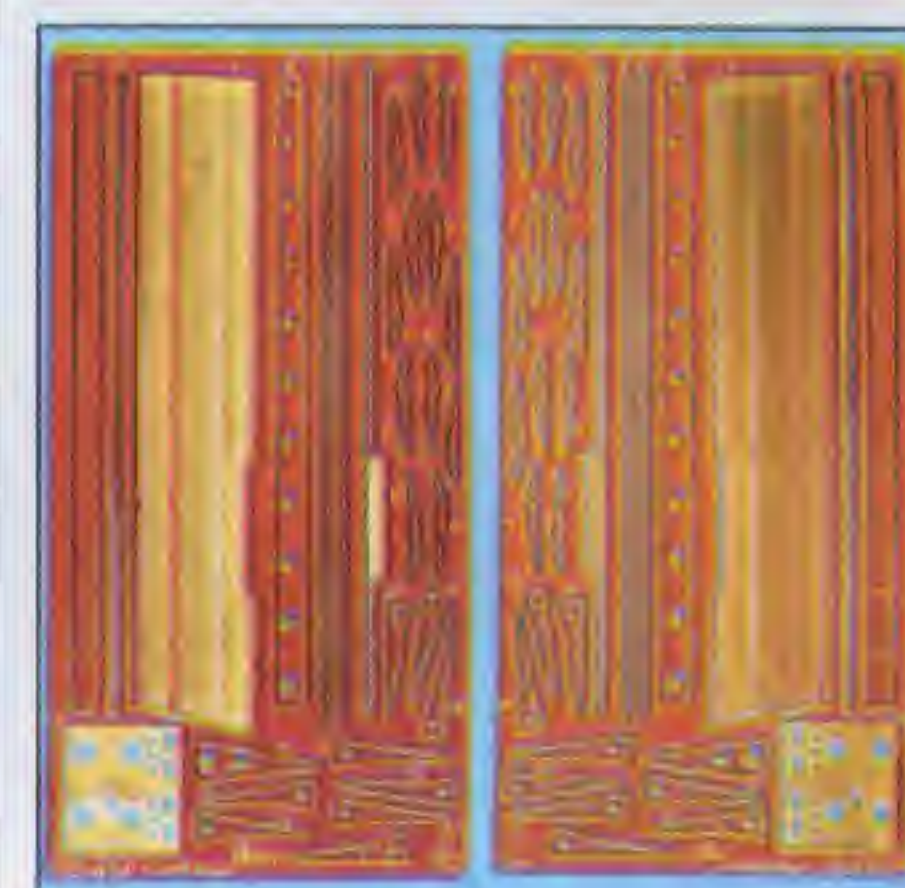
You either love or loath etched brass and in some instances its use is questionable. Here Part have offered another excellent selection of sets that



S48-131 Fokker D.VII [Late] (Roden) - Part

are well thought out and very well produced and presented. The instructions are generally clear, but at times can be a bit vague about precise locations. Overall though they are up to Part's usual high standards and they can therefore be recommended to all experienced modellers without reservation.

Our thanks to Jadar-Model for the review samples. UK modellers should check Aeroclub for price and availability.



S32-014 Curtiss P-40B/C Flaps (Trumpeter) - Part

Cutting Edge Modelworks

This month sees a new batch of releases from this American manufacturer, samples of which have made their way directly to us for review.

1/48th Scale**Subject: Heinkel He 111D/E**

Scale: 1/48th

Product No: CEC48449

Type: Conversion

Designed for: Revell-Monogram kit

Price: £69.99 (\$79.99)

Includes: The first question that will probably pose itself with many of you is "how much of the donor kit will be left?" and the answer is not a lot! This conversion is very involved as you have a complete new nose section, ventral and dorsal gun positions, engines, spinners, propellers, radiators and even

revised inboard and outboard wing leading edges. All this means there is a lot of surgery needed to the kit parts, but Cutting Edge have thought this one out well and have therefore made many of the cuts along panel lines. The use of clear resin to make up the glazed areas in the nose and revised canopy may strike many as not a good idea, but the casting of these parts is very clear and quite thin, so their clarity is not really effected. You even get Black Magic die-cut masks in this set to mask up the glazed areas prior to painting, which is a nice touch.

Best of all of course is that Revell-Monogram have just reissued the He 111H-4 kit on which this conversion is based and Cutting Edge already do a nice couple of sheets of decals for the early Heinkels as well, lovely. Now where is that razor saw!



CEC48479 Grumman F6F-3 Cowling (Hasegawa) - Cutting Edge

Subject: Grumman F6F-3 Cowling

Scale: 1/48th

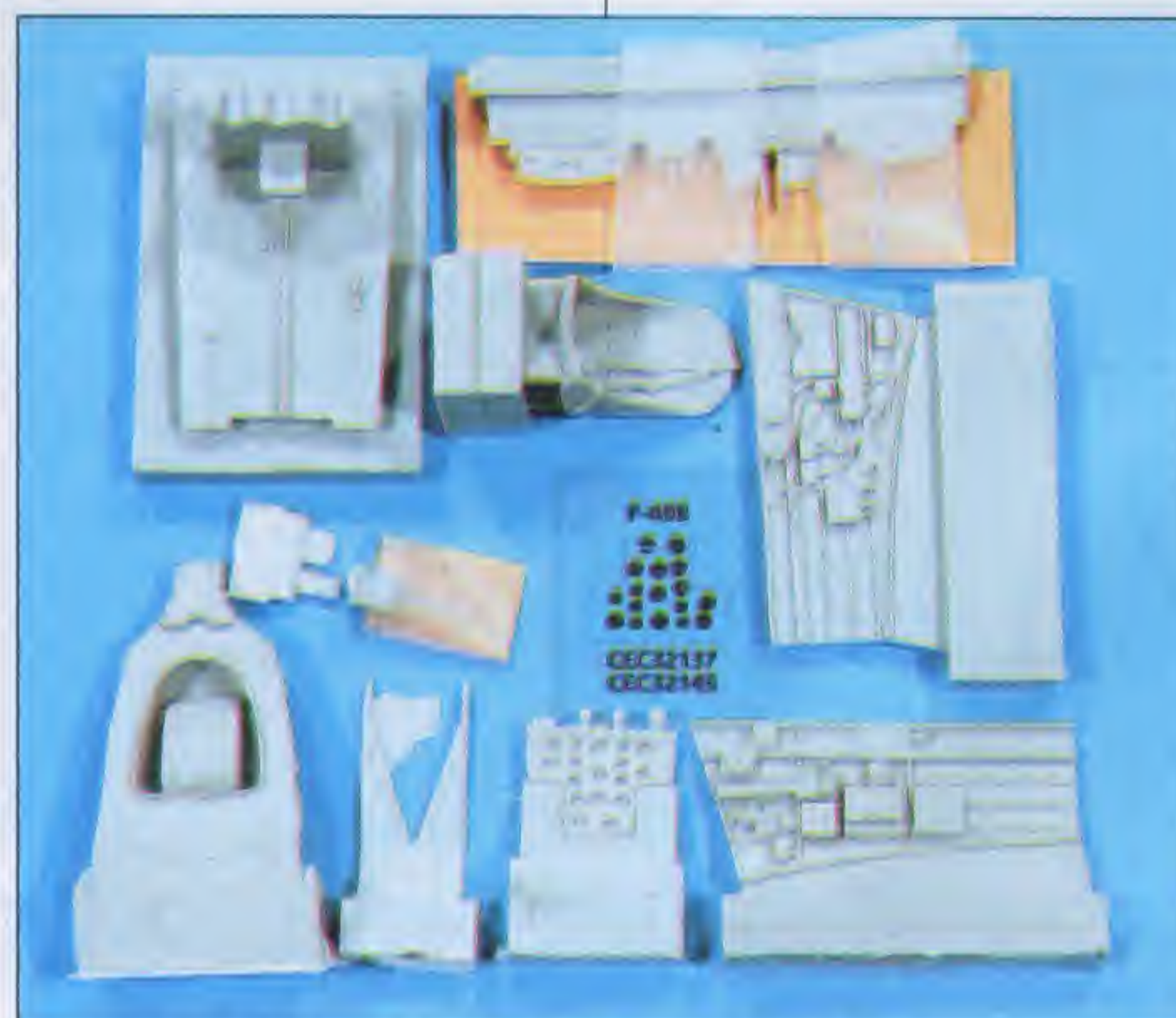
Product No: CEC48479

Type: Correction

Designed for: Hasegawa kit

Price: £13.95 (\$13.99)

Includes: The incorrect profile of the nose in the Hasegawa F6F is well known (take a look at a real Hellcat then look at the nose in the kit, you will see what I mean!). This little replacement resin cowl is a direct replacement for the kit parts that quickly corrects all the problems. It is as simple as that.



CEC32137 Curtiss P-40B/Hawk 81 Cockpit (Trumpeter) - Cutting Edge



CEC48449 Heinkel He 111D/E (Revell-Monogram) - Cutting Edge



CEC32139 Messerschmitt Bf 109G-10 Type 110 Cowling (Hasegawa) - Cutting Edge

1/32nd Scale

Subject: Curtiss P-40B/Hawk 81

Cockpit

Scale: 1/32nd

Product No: CEC32137

Type: Update

Designed for: Trumpeter kit

Price: £22.99 (\$22.99)

Includes: Now, it seems everyone knows about the Hawk 81/P-40 series from Trumpeter, but for those who do not, the real problem with the kit in the cockpit area is that it is about 2/3rd of the depth it should be. The rear aircraft had the cockpit 'floor' as the top of the wing and this new set from Cutting Edge depicts these aspects of the cockpit correctly. So this set comprises a new 'floor', seat frame, seat, control column, instrument panel and front bulkhead. The rear bulkhead is also included, as are both sidewalls and the seat belts in it are moulded as part of the seat.

Subject: Bf 109G-10 Type 110 Cowling

Scale: 1/32nd

Product No: CEC32139

Type: Conversion

Designed for: Hasegawa kit

Price: £TBA (\$29.99)

Includes: Yes there really is a difference in Bf 109 cowls you know. The Type 110 is the larger asymmetric cowl used for the DB605D powered machines. The more usual Type 100 cowl was used on the G-10 and all K-4s, but the G-14 used the Type 110 and this set from Cutting Edge correctly depicts this aspect which is not included in the Hasegawa G-14 kit. You get the new cowling area (split vertically), exhaust stakes, enlarged turbocharger intake, ventral radiator and cowl guns, all in resin. Also included are revised side panels, for the fuselage just forward of the cockpit and a revised upper decking under and forward of the windscreen. These latter parts are all required so that the new asymmetric cowl fits the existing fuselage profile (as was the case in the rear thing).

Subject: Curtiss P-40B/Hawk 81

Cockpit with posable belts

Scale: 1/32nd

Product No: CEC32145

Type: Update

Designed for: Trumpeter kit

Price: £25.99 (\$25.99)

Includes: This set is identical in contents and depth of coverage to the previous one (#CEC32137), but this time the seat does not have moulded belts on it and the belts are supplied in that flexible resin that Cutting Edge produce, just in case you 'hate' moulded seat belts.

Subject: Republic F-105B & D

Corrected Fin & Rudder

Scale: 1/32nd

Product No: CEC32150

Type: Correction

Designed for: Trumpeter kit

Price: £TBA (\$23.99)

Includes: This and the next set offer a corrected vertical fin and separate rudder assembly for the Trumpeter Thud kits. The whole vertical fin is cast as one piece, with the intake scoop situated on the lower leading edge as a separate part. The final component is the revised rudder. All of these parts correct the dimensional and detail errors seen in this area on the Trumpeter kit parts.

Subject: Republic F-105F & G

Corrected Fin & Rudder

Scale: 1/32nd

Product No: CEC32152

Type: Correction

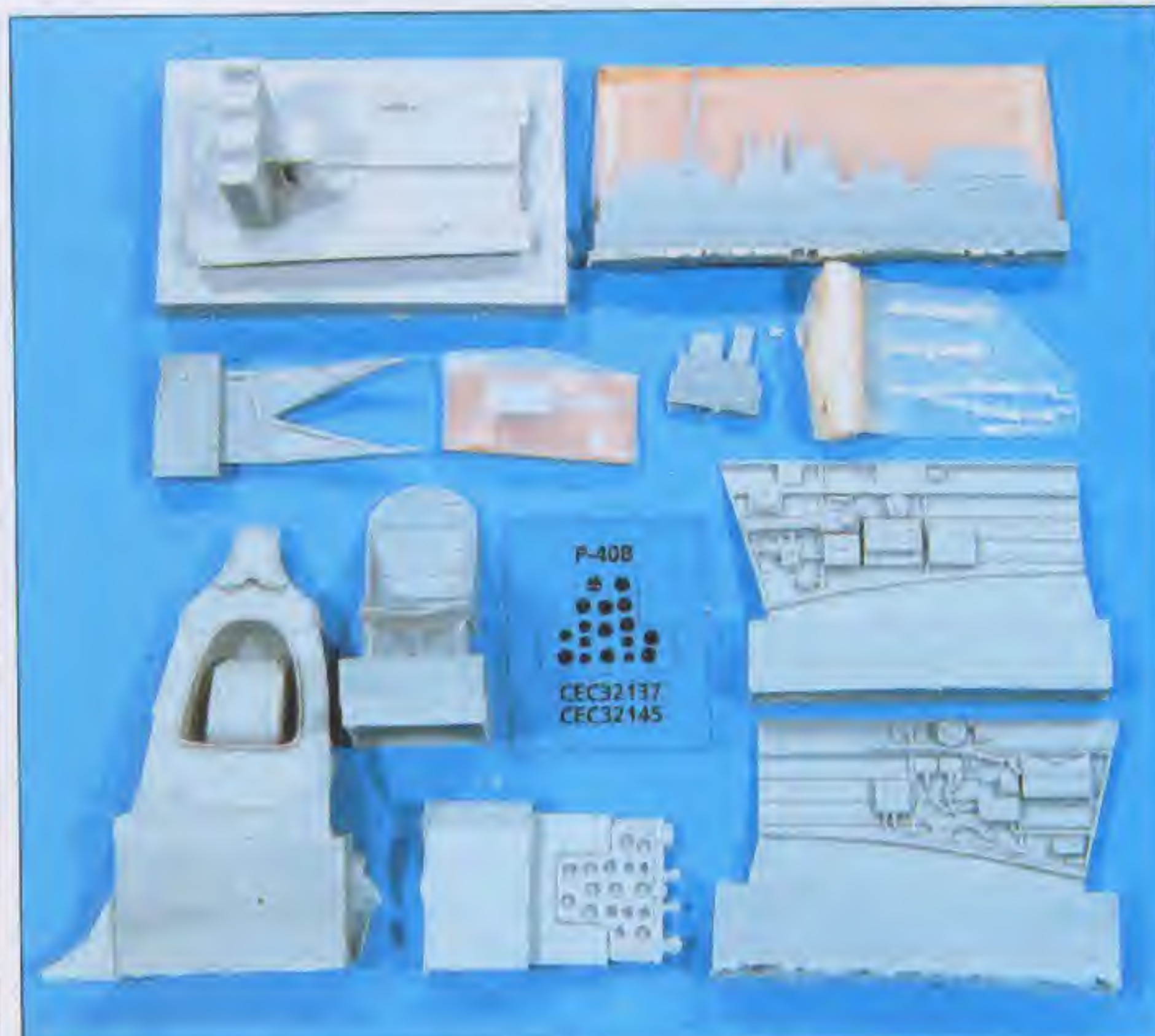
Designed for: Trumpeter kit

Price: £TBA (\$23.99)

Includes: This set is identical in approach to the previous example, although this time around it depicts the tail for the F or G versions.

Conclusion

Cutting Edge never seem to disappoint with the quality of their casting and choice of subject matter.



CEC32145 Curtiss P-40B/Hawk 81 Cockpit with posable belts (Trumpeter) - Cutting Edge

The scope of some of the sets featured here, specifically the He 111 conversion, does mean that they really are only for the experienced modeller. That said, the quality of casting and good choice of subject does make them very attractive, so if any of the featured subjects are in your 'to do' pile, then you may well

want to avail yourself of the appropriate set from Cutting Edge. Our thanks to Cutting Edge Modelworks for the review samples. UK readers can obtain these via Hannants. Overseas readers can contact Meteor Productions directly for details of their country's distributor.



CEC32150 Republic F-105B & D Corrected Fin & Rudder (Trumpeter) - Cutting Edge



CEC32152 Republic F-105F & G Corrected Fin & Rudder (Trumpeter) - Cutting Edge

CMK

After last month's little selection this month sees just one new set from CMK, a sample of which has made its way directly to us for review.

1/72nd Scale

Subject: LTV F-8E Crusader Exterior Set

Scale: 1/72nd

Product No: 7097

Type: Cockpit Set

Designed for: Academy kit

Price: £6.05

Includes: This set combines a set of separate control surfaces (e.g. rudder and

flaps) with a new detailed ventral airbrake housing and separate airbrake itself. This set complements the interior (#7095), undercarriage (#7096) and armament (#7078) sets that are out/due from CMK for the Academy kit.

Conclusion

This is a useful set, well produced and nicely detailed. It is produced with the sort of quality and detail we expect from CMK nowadays and it can be highly recommended to all.

Our thanks to CMK for the review samples.



7097 LTV F-8E Crusader Exterior Set (Academy) - CMK

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Neomega

This month sees a couple of new resin sets from this manufacturer, samples of which have been sent directly to us for review by their UK importer, Parade Figures.

1/72nd Scale

Subject: MiG I.144 Cockpit Set

Scale: 1/72nd

Product No: C58

Type: Update

Designed for: Zvezda kit

Price: £7.50

Includes: Apart from the lurid green resin (ugh!) this set offers one of Neomega's stunning little cockpit updates. The new Zvezda kit is a little basic in the cockpit area and the I.144 is a lovely looking machine, so this new set that comprises tub, instrument panel, seat, rear bulkhead area, instrument panel coaming and control column, is very welcome.

1/48th Scale

Subject: BAe Hawk 200

Scale: 1/48th

Product No: C57

Type: Conversion

Designed for: Airfix kit

Price: £17.50

Includes: This set is designed for use with the Hawk 100 kit, not the standard T Mk 1. As you would expect this conversion requires you remove the entire front section of the kit and graft on a new one. The main resin parts are the two nose halves. These have interior detail on the sidewalls, but on our example this was covered in a fine white residue(?). I am sure it will wash off, but it was a bit disconcerting initially. The whole cockpit area is made up of a floor with sidewalls, rear bulkhead, instrument panel, ejection seat, instrument panel coaming, rear bulkhead and electronics bay aft of the ejection seat. All are cast in resin and feature the sort of detail levels that only Neomega can achieve, although many try to emulate!. The set is completed with a vac-formed clear main canopy, so I presume the main injected



C57 BAe Hawk 200 (Airfix)

windscreen from the kit fits here (which is a shame as the vac-form version is nice and thin and the kit one will be ...well, how should I say, not!).

To ensure you can make up a suitable marked Hawk 200, there is a small decal sheet by Begemot that offers markings for ZJ201 and ZH200.

Conclusion

Neomega products never fail to impress and these two new sets are no exception. I like the I.144 set, as it

is a lovely subject (can we have one in 1/48th please?) as the kit interior is poor. The Hawk 200 is a very welcome addition as I am sure many were disappointed when that version was not produced, so at last you can add it to your collection.

Our thanks to Neomega and Parade Figures for the review samples.



C58 MiG I.144 Cockpit Set (Zvezda)

MIG Productions

Many of you may already know of this Spanish manufacturer, via their stunning military subjects, well now they have expanded into aviation and the first example of their work has made its way directly to us for review.

1/48th Scale

Subject: Republic P-47D Razorback Cockpit Set

Scale: 1/48th

Product No: E48-060

Type: Cockpit Set

Designed for: Tamiya kit

Price: £TBA

Includes: This is a beautifully produced set comprising twenty-three resin and seventeen etched brass parts. The replacement cockpit tub is made up of floor, rear bulkhead, sidewalls, instrument panel with rudder pedals, forward bulkhead, seat, control column and gunsight all in resin. To this are added etched details like trim wheel, throttle levers, ring sight, instrument panel overlay and rudder pedal details. The quality of MIG productions in other

fields of the hobby is well known and their move into aircraft related subjects is a welcome one as they really do make excellent sets. This first one bodes very well for the future and although the interior of the Tamiya kit is good, this new one has just that much more and better levels of detail to make it a real must if you intend posing your model with the canopy open.

Conclusion

This is an excellent set and I can only hope that this is the start of what becomes a large range from MIG. It is most highly recommended to all USAAF modellers.

Our thanks to MIG Productions for the review samples. UK modellers may obtain the MIG range from PDI Model Supplies.



E48-060 Republic P-47D Razorback Cockpit Set (Tamiya) - MIG Productions

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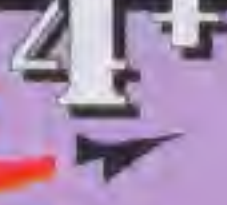
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Eduard

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XS254	Ju-290	£2.75	48481	F4F-4 Wildcat landing flaps (tam)	£10.00
XS255	Harrier GR Mk 5 (has)	£1.25	48483	Spitfire Mk.Vb landing flaps (tam)	£8.75
XS256	P-47D Razorback	£1.75	48484	Spitfire Mk.Vb landing flaps (has)	£8.75
XS257	F-8E Crusader (ACA)	£1.30	48485	Mirage IIIC armament (edu)	£7.50
XS258	F-18E Super Hornet (has)	£1.25	48486	F-15C Eagle ext (aca)	£12.75
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XS260	Ta-152 (DRA)	£1.30	49224	P-38F Lightning (HAS)	£16.50
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32124	F4U-4 Corsair I int	£12.00	49257	F-4G Phantom II (has)	£14.95
32125	P-38L Lightning int (tru)	£14.25	49261	Mirage IIIC (edu)	£10.00
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32130	Fw 190A landing flaps (has)	£12.75	72433	Ju-290 Antennas	£5.50
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32134	P-38L Lightning undercarriage (tru)	£10.00	73215	F4U-1D Corsair (TAM)	£13.25
32514	F-105D Thunderchief int (tru)	£14.95	73221	P-40E Kittyhawk (has)	£10.00
32519	F/A-18 GRU/SJU seat. Det set	£7.25	73223	N1K1 type II George (tam)	£7.25
48470	SH-60B/J Sea Hawk int (ita)	£14.95	73226	F-18E Super Hornet (has)	£10.00
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BIG7206	F-4J PHANTOM II (has)	£22.25	8101	Mirage IIIC PROFIPACK	£33.50
FE224	P-38F Lightning (HAS)	£7.25	8102	Mirage III CJ	£23.50
FE246	F4F-4 Wildcat (tam)	£8.75			

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A4189	Mig-29a Exhaust Nozzles (aca)	£7.50	A2006	MG 131 gun	£3.75
A4190	A-4E/F Skyhawk Detail set (has)	£23.75	A2012	Browning M2 .50 cal Wing guns	£6.15
A4191	F-16c Falcon Cockpit	£7.25	A2013	Browning .50cal wing mount	£TBA
A4193	Fw190a Wheel bay	£3.75	A2015	Jumo 213 engine	£9.00
A4194	F-16 Falcon wheel bay	£7.25	A2016	Bf109 wheel bay	£5.50
A4195	Beaufighter wheel bay	£7.25	A2017	Bf109G-6 Engine set	£23.95
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A4198	Beaufighter wheels and mask	£4.50	A2019	Fw190D engine	£TBA
A4199	AV-8B Harrier II plus cockpit	£7.25	A2020	Fw190D wheel bay	£7.25
A4200	Mosquito FB MkVI engine set	£25.75	1/32 AIRES ACCESSORIES		
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A4202	A-7 Corsair II wheel bay	£9.00	A2002	1/32nd Bf109 F2/F4 Conv	£14.50
A4203	Me262a Flaps	£4.50	A2003	Aces II Ejector seat (F-16 etc)	£6.00
A4204	F-8J Crusader cockpit	£7.25	A2004	ACES II Ejection seat (F-15)	£6.00
A4206	Me262a Slots	£4.50	A2005	Bf 109F Wheels & mask	£3.60
A4207	AV-8B Wheels (has)	£4.00	A2007	DB605 A/B	£7.50
A4208	Mosquito FB MkII wheel	£5.50	A2009	F-4E/S exhaust nozzles	£phone
A4216	SJU-5/6a Ejection seats (F-18)	£4.50	F2004	1/32nd Marseille 50th 'shoot down' fig	£9.00
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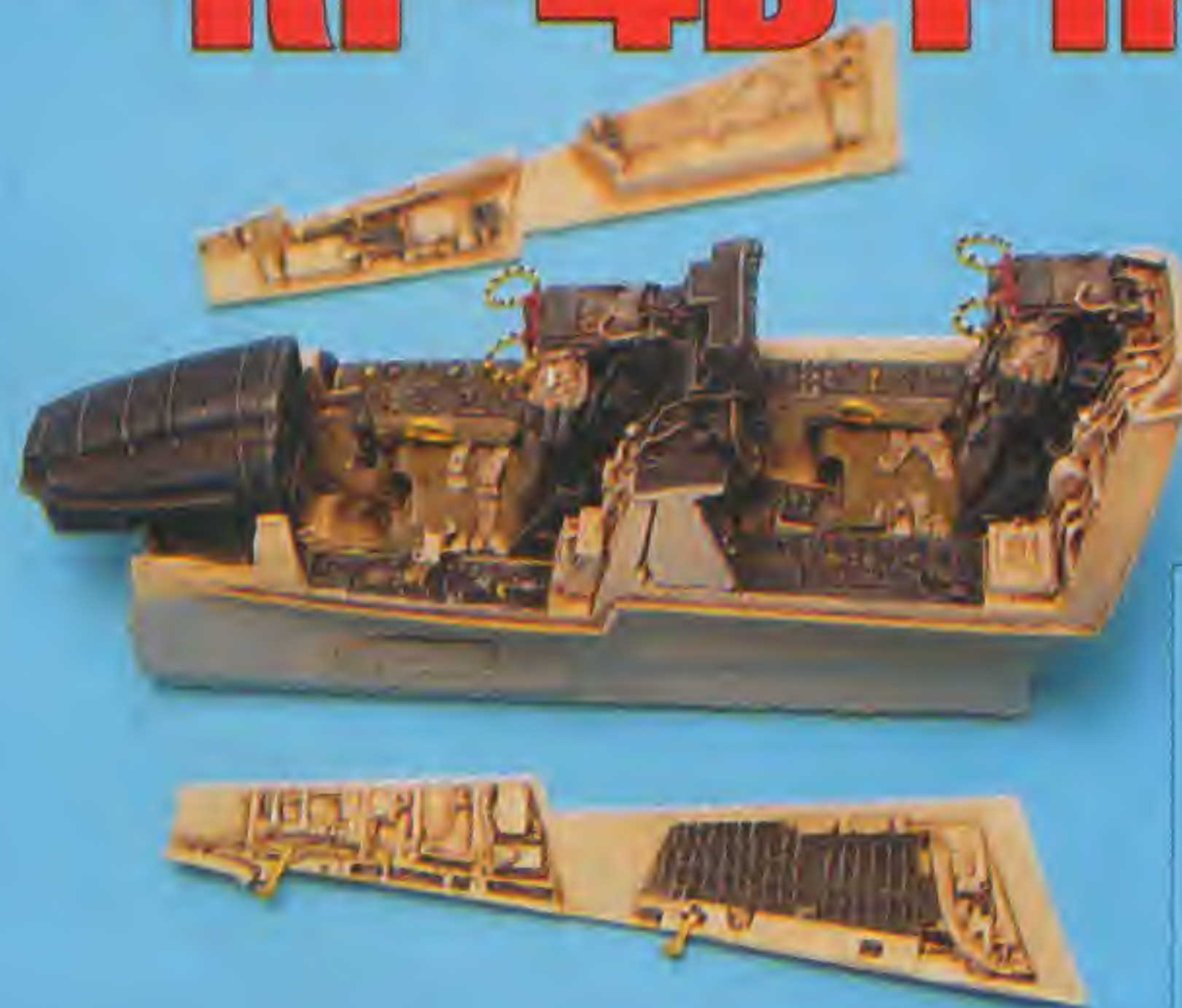
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4220 1/48 Cockpit set for Hasegawa kit

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Tally Ho!

Better known for their extensive decal range, Tally Ho! also make a series of resin accessories and the latest editions in this range have been sent directly to us for review this month.

1/72nd Scale

Subject: MiG-29A/C Wheels

Scale: 1/72nd

Product No: R72 005

Type: Accessory

Designed for: See text

Price: £TBA

Includes: This set comprises two main and two nose wheels that are direct replacement items for those in the kit.

Subject: Focke-Wulf Fw 190A/F/G Wheel Well

Scale: 1/72nd

Product No: R72 018

Type: Accessory

Designed for: See text

Price: £TBA

Includes: This is a lovely highly detailed one-piece resin undercarriage bay unit. The casting of it is excellent, as is the level of detail and the fact that it is cast with the casting block along one edge, not on the back (inner face), does mean it is easier to clean up and should therefore be thin enough to fit within the wing of most Fw 190 kits without the tedious job of thinning resin or injected parts.

Subject: Sukhoi Su-34 Platypus Wheels

Scale: 1/72nd

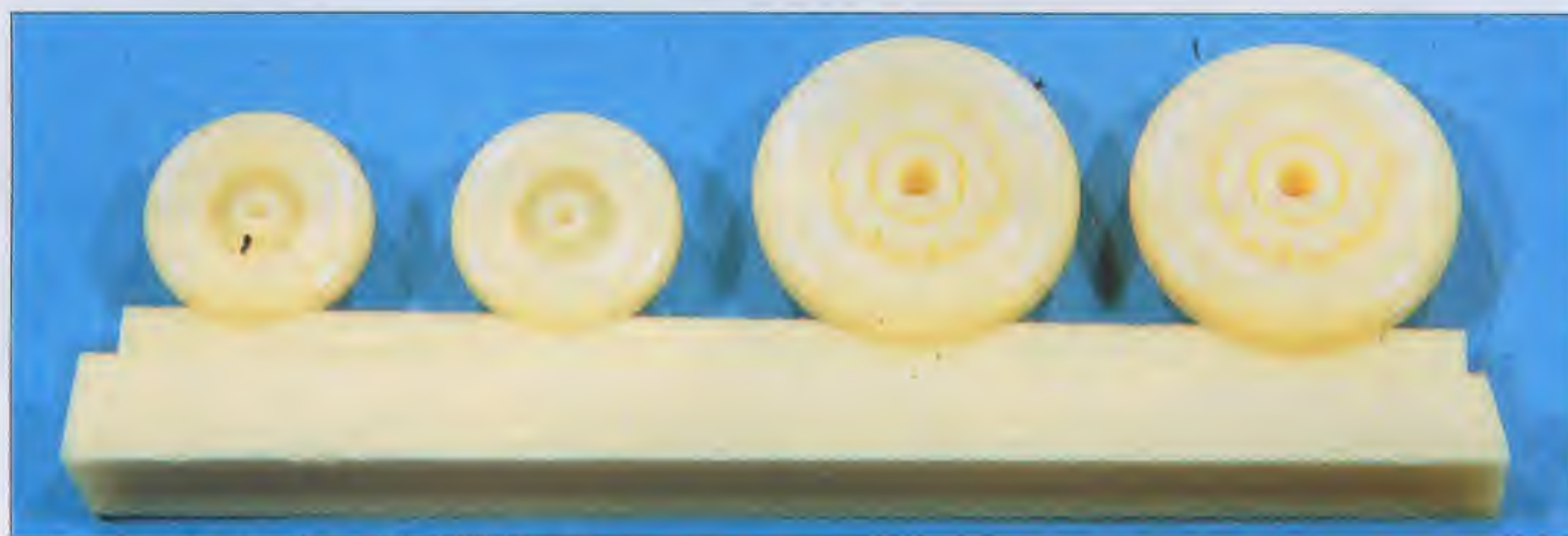
Product No: R72 012

Type: Accessory

Designed for: Italeri kit

Price: £TBA

Includes: This set comprises four main and two nose wheels that are direct replacement items for those in the kit.



R72 016 Sukhoi Su-15TM Wheels (A-Model) - Tally Ho!

Subject: Sukhoi Su-15TM Wheels

Scale: 1/72nd

Product No: R72 016

Type: Accessory

Designed for: A-Model kit

Price: £TBA

Includes: This set comprises two main and two nose wheels that are direct replacement items for those in the kit.

1/48th Scale

Subject: MiG-21 Wheels

Scale: 1/48th

Product No: R48 011

Type: Accessory

Designed for: See text

Price: £TBA

Includes: This set comprises two main and one nose wheel that are direct replacement items for those in the kit.

Subject: Sukhoi Su-17/20/22 Wheels

Scale: 1/48th

Product No: R48 012

Type: Accessory

Designed for: See text

Price: £TBA

Includes: This set comprises two main and

one nose wheel that are direct replacement items for those in the kit.

Subject: Grumman F-14D Wheels

Scale: 1/48th

Product No: R48 017

Type: Accessory

Designed for: See text

Price: £TBA

Includes: This set comprises two main and two nose wheels that are direct replacement items for those in the kit.

Conclusion

The Fw 190 set is excellent and a real must if you are building certain kits of this type. I have to say that the wheel sets puzzle me. Replacements wheels

are nothing new, but these are not 'weighted' and although well detailed don't seem to offer anything better than a higher level of definition? That said they are all well produced and very useful sets. Their potential appeal will ultimately lie in how readily available they are worldwide, but from a purely functional and quality perspective they are excellent. Highly recommended to all.

Our thanks to Tally Ho! or the review samples. UK modellers should contact Hannants for price and availability.



R72 005 MiG-29A/C Wheels - Tally Ho!



R72 018 Focke-Wulf Fw 190A/F/G Wheel Well - Tally Ho!



R72 012 Sukhoi Su-34 Platypus Wheels (Italeri) - Tally Ho!



R48 011 MiG-21 Wheels - Tally Ho!



R48 012 Sukhoi Su-17/20/22 Wheels - Tally Ho!



R48 017 Grumman F-14D Wheels - Tally Ho!

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Note: All items for this column are to be sent to:
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Twobobs Aviation Graphics

The latest batch of new sheets from the Bobs in the USA has made its way directly to us for review.

1/72nd Scale

72-029 - F-16A/N Navy Top Gun Vipers.

- F-16B, Block 15 OCU Upgrade, BuNo. 920480, NSAWC.
- F-16A, Block 15 OCU Upgrade, BuNo. 900943, NSAWC.
- F-16A, Block 15 OCU Upgrade, BuNo. 920410, NSAWC.
- F-16A, Block 15 OCU Upgrade, BuNo. 900942, NSAWC.
- F-16N, S/No. 163269, NSAWC.
- F-16N, S/No. 163275, NSAWC.
- F-16N, S/No. 163268, NSAWC.

All of the F-16A & Bs were originally intended for the Pakistan Air Force, but due to various problems were never supplied and were therefore sent for use by the NSAWC in the USN Fighter Weapons School and are operated from Edwards AFB and NAS Fallon.

The sheet includes enough national insignia and stencils for all seven options.

Price: \$9.50 (£7.95)

72-030 - F/A-18 Screamin' Eagles

- F/A-18E, BuNo. 165784, '203' of VFA-115
- F/A-18E, BuNo. 165789, '210' of VFA-115.
- F/A-18E, BuNo. 165791, '212' of VFA-115.

These machines carry various commemorative artwork during their tour in support of Operation Enduring Freedom and Iraqi Freedom. All the artwork featured on this sheet was the work of AM2(AW) Jeff A. Jarvis.

The sheet includes complete national insignia and full stencils for all three options.

Price: \$9.50 (£7.50)

72-032 - F-111A Combat Lancer Aardvarks

- 1 F-111A, S/No. 66-0016
- 2 F-111A, S/No. 66-0018
- 3 F-111A, S/No. 66-0022

All three of these machines depict the first operation deployment of the F-111 in SEA under Operation Combat Lancer in early 1968. The first option is the machine flown over by detachment leader, 'Ike' Dethman and the last one is the first operation combat loss of an F-111, when it was shot down on the 28th March 1968.

The sheet includes complete national insignia and full stencils for two options, plus option serial numbers for all F-11As from 66-0017 through to 66-0025.

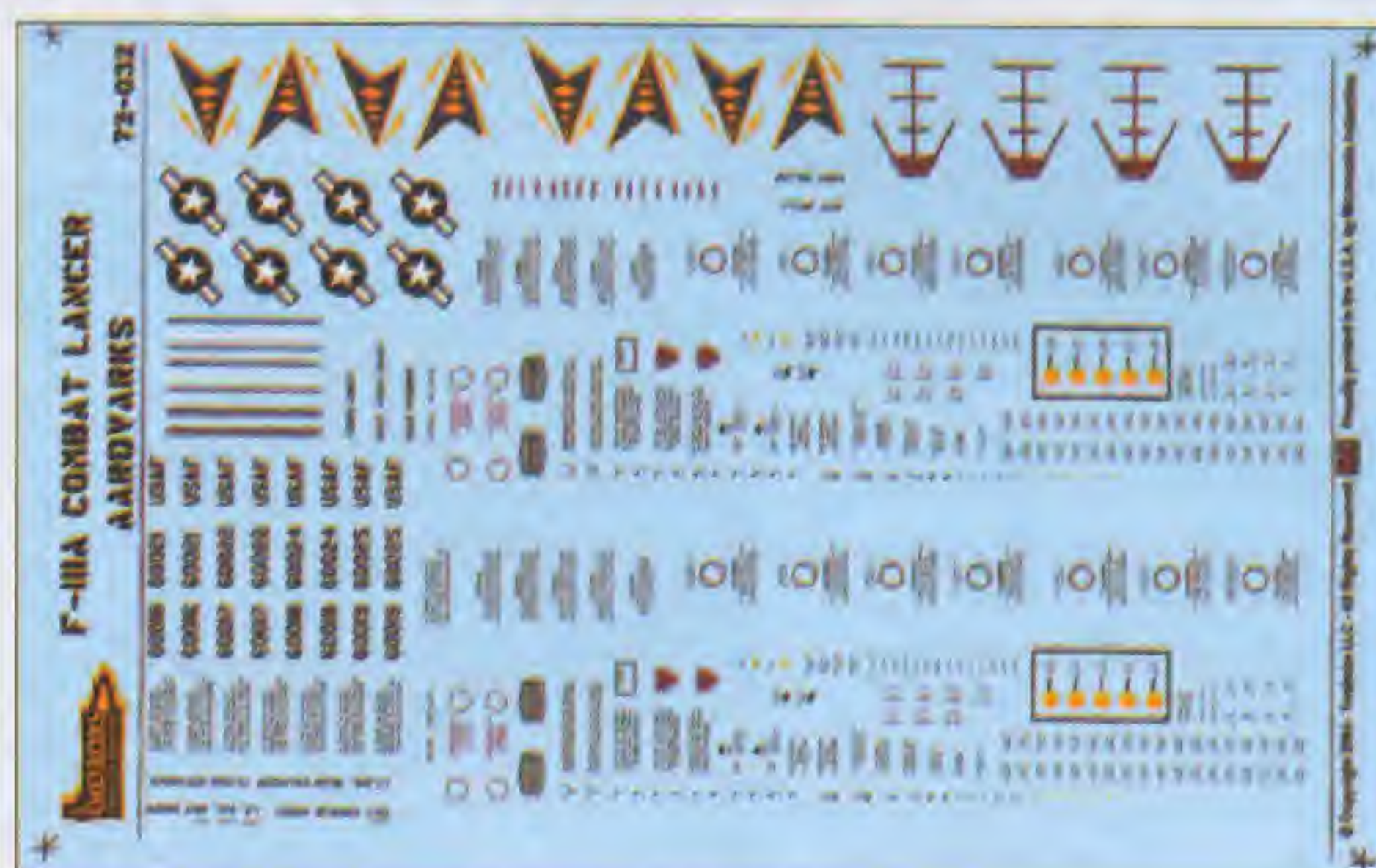
Price: \$9.50

72-033 - F-16C Block 50 Shaw Vipers

- F-16CJ, S/No. 91-353
- F-16C, S/No. 91-0353
- F-16C, S/No. 91-0378
- F-16CJ, S/No. 91-348

This sheet offers markings for Shaw AFB F-16s that saw operation service in Kosovo in 1999 as part of the 78th Expeditionary Fighter Squadron. Option one shot down a MiG-29 on the 4th May, 1999, option two is that same machine in its current scheme, option three is the aircraft that undertook the 1,000th combat sortie during the Kosovo engagement and option four shot down a helicopter.

The sheet includes complete



72-032 F-111A Combat Lancer Aardvarks - Twobobs Aviation Graphics

national insignia and full stencils for all four options.

Price: \$9.50 (£7.50)

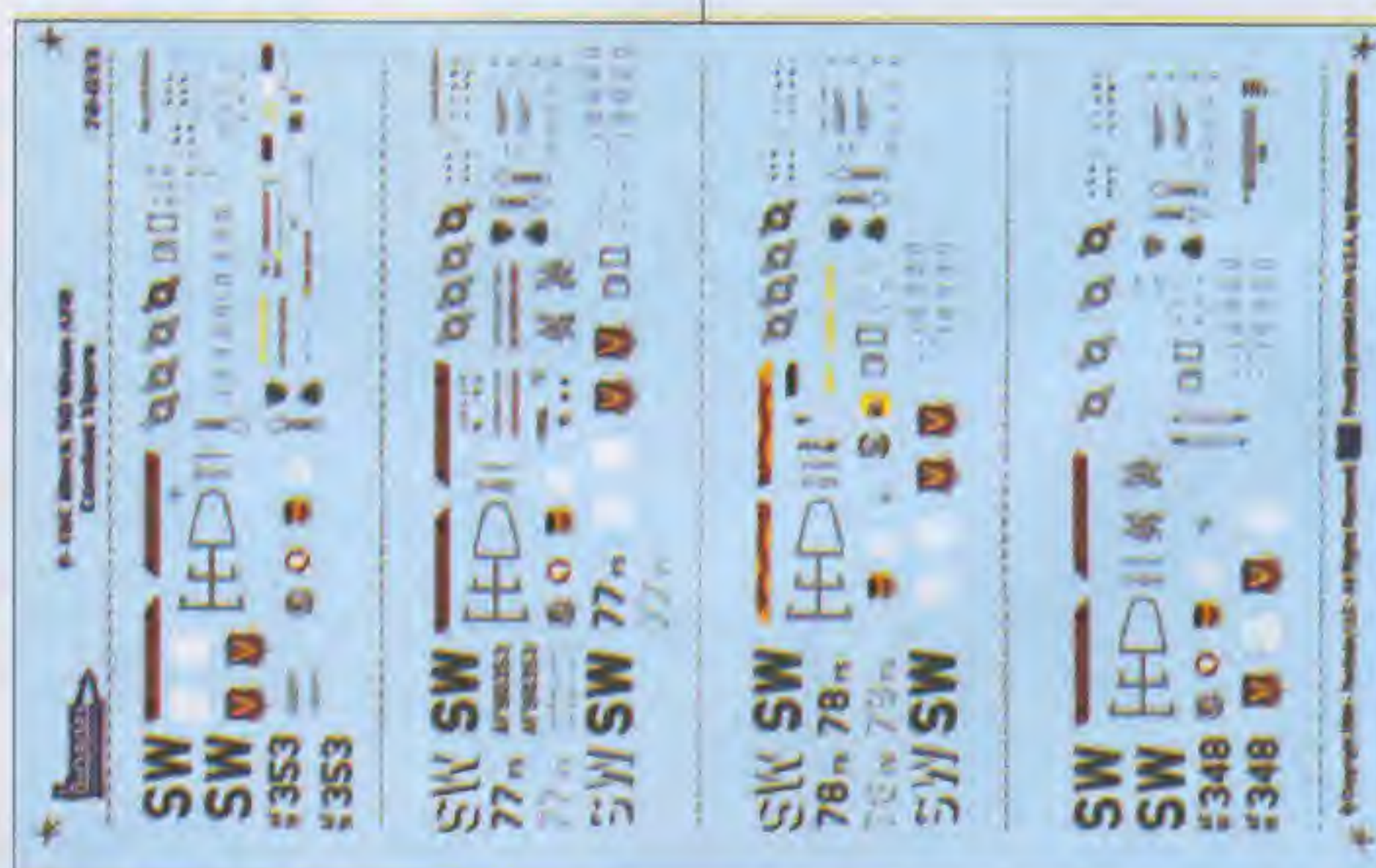
72-034 - F-4E SEA Heroes

- F-4E, S/No. 68-339, 'Chico the Gunfighter' flown by Col. J.D. Pewitt.
- F-4E, S/No. 69-7551 flown by Lt John Dallager and Lt Don Logan
- F-105G, S/No. 62-440, 'Zerp' of the 17th WWS, 388th TFW based at Korat AB in December 1972.

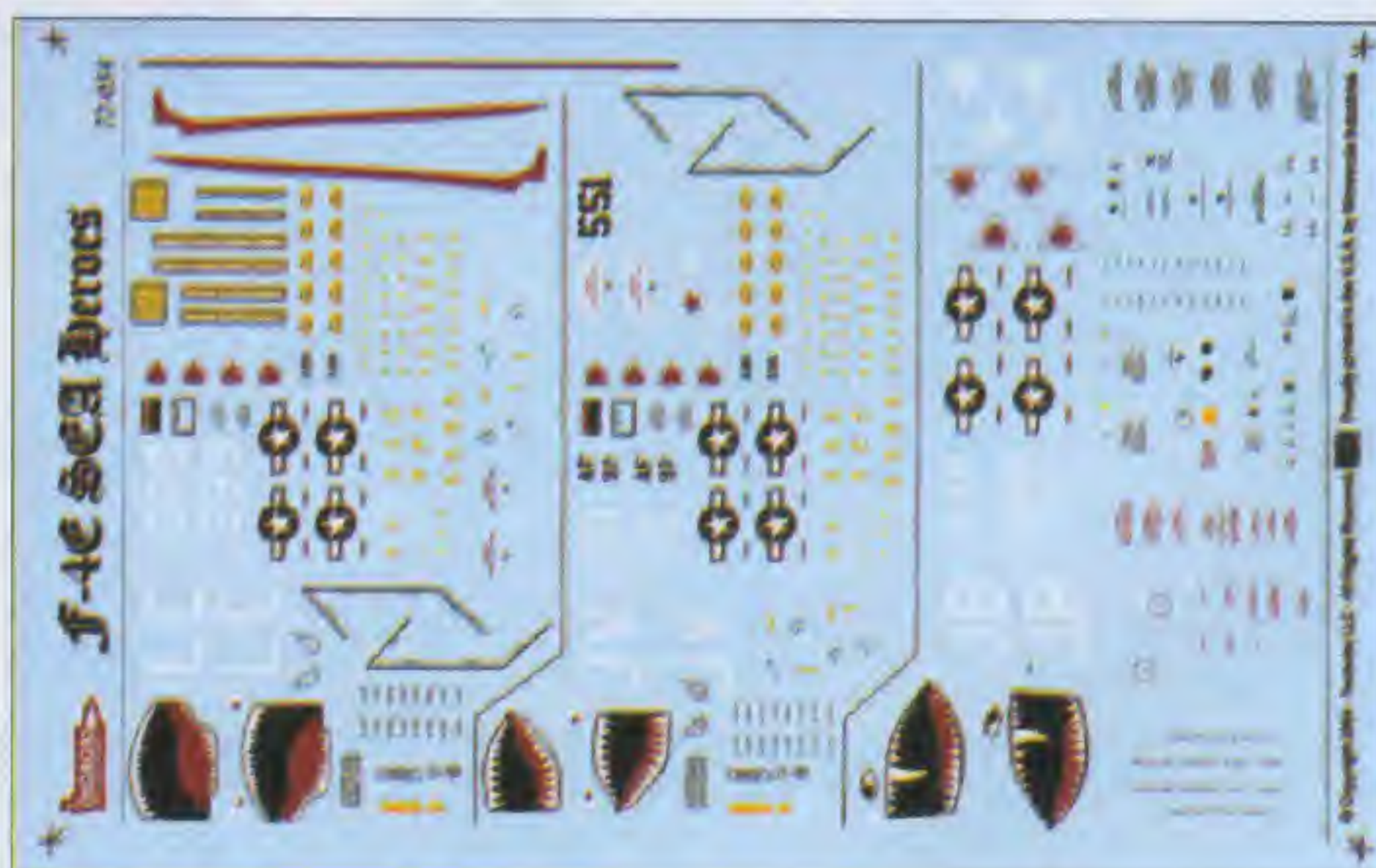
Option one carried a unique weapons configuration during the Vietnam war and the second option, although not the aircraft Lt Don Logan was shot down in on the 5th July 1971, was his usual aircraft and had an unofficial MiG-21 claim to its name.

The sheet includes complete national insignia and full stencils for all three options.

Price: \$9.50 (£7.50)



72-033 F-16C Block 50 Shaw Vipers - Twobobs Aviation Graphics



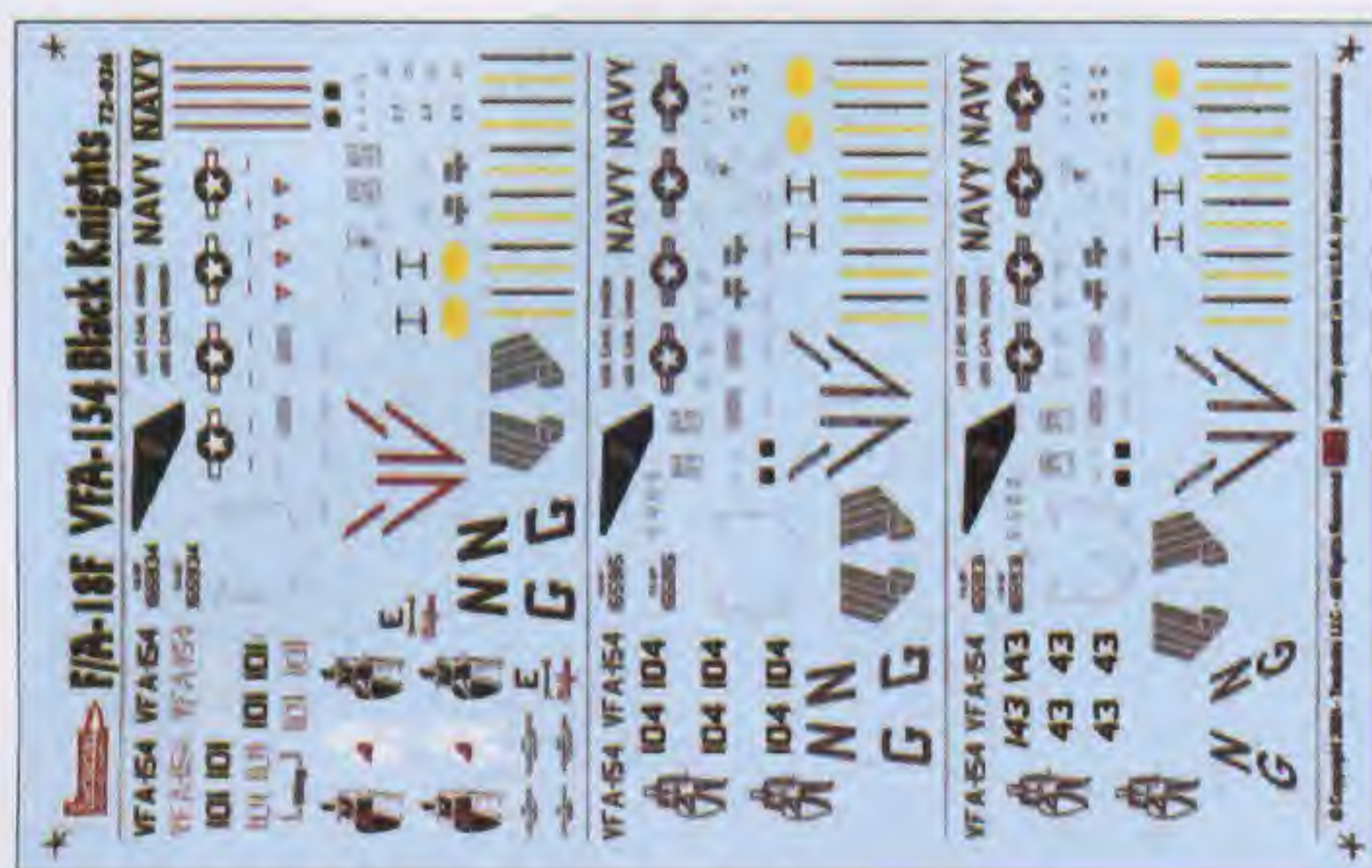
72-034 F-4E SEA Heroes - Twobobs Aviation Graphics



72-029 F-16A/N Navy Top Gun Vipers - Twobobs Aviation Graphics



72-030 F/A-18 Screamin' Eagles - Twobobs Aviation Graphics



72-036 F-18F VFA-184 Black Knights - Twobobs Aviation Graphics

72-036 - F-18F VFA-184 Black Knights

- F/A-18F, BuNo. 165934, '101'
- F/A-18F, BuNo. 165915, '104'
- F/A-18F, BuNo. 165931, '143'

All of these machines are depicted as seen during May 2004 as the squadron deployed to the USS Carl Vinson.

The sheet includes complete national insignia and full stencils for all three options.

Price: \$9.50 (£7.50)

72-037 - F/A-18E VFA-137 Kestrels

- F/A-18E, BuNo. 165899, '200'
- F/A-18E, BuNo. 165902, '203'
- F/A-18E, BuNo. 165898, '214'

All of these machines are depicted as seen during May 2004 as the squadron deployed to the USS Abraham Lincoln.

The sheet includes complete national insignia and full stencils for all three options.

Price: \$9.50 (£7.50)

1/48th Scale

48-075 - NA/Super OIF Harriers of VMF 223/311

- AV-8B+ featuring a striped tail in dark grey with a boxing bulldog and the legend 'The Great American Bulldog' on the port side. On the starboard side there are head-on silhouettes of the AV-8 Harrier, A-4 Skyhawk and Grumman Hellcat, all the types operated by VMA-223.
- The next two options are standard AV-8B+s with a striped rudder and the boxer badge on the nose plus low-viz sharkmouths. Both aircraft

feature mission markings on the starboard side under the cockpit.

- This aircraft from VMA-311 features their cat badge on the tail and under the cockpit beside a set of mission markers and an Iraqi kill marking. It is the only Harrier+ on the sheet with a plain grey radome, all the others being black.
- The only AV-8B machine on the sheet belongs to VMA-223 but has the 'Ace of Spades' markings of VMA-231 on the rudder. The aircraft features a low-viz sharkmouth and mission markings under the cockpit.

The two decal sheets provide enough stencil and national insignia markings to build two AV-8B+ and the sole AV-8B.

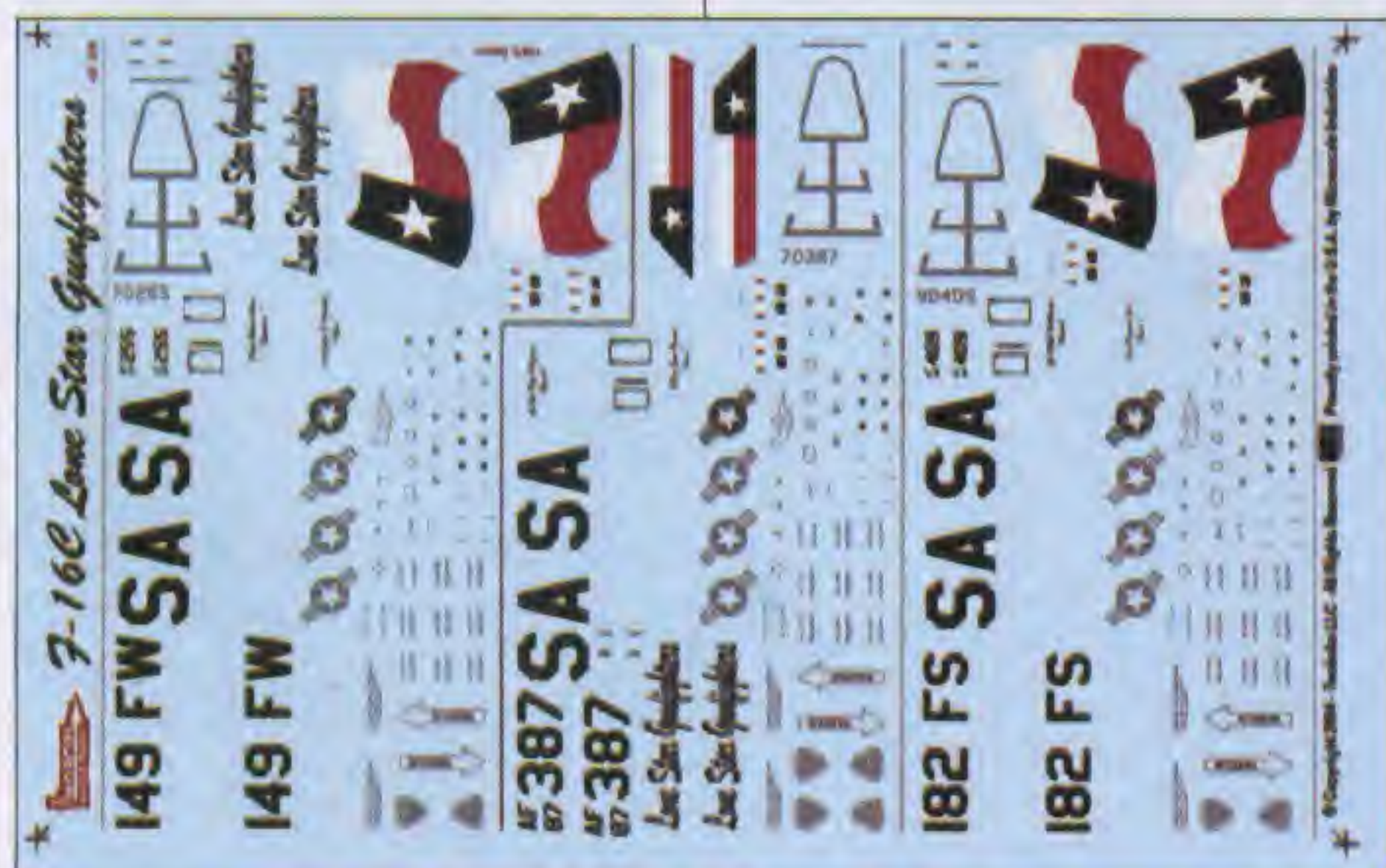
Price: \$13.00 (£10.50)

48-076 - Lone Star Gunfighters F-16C/D

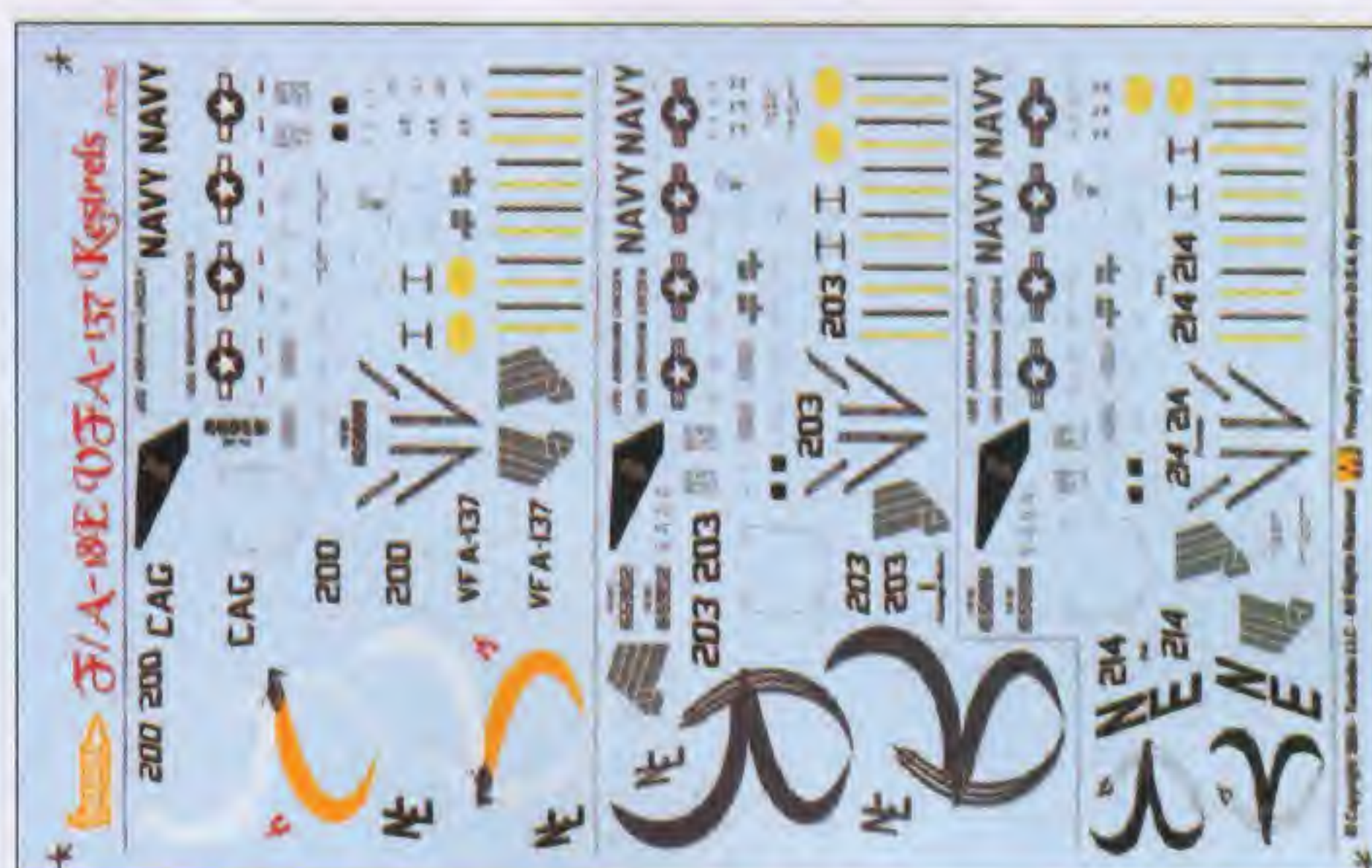
- The first two options are C models with a stylised waving Texan flag on the tail and the 'Lone Star Gunfighters' legend on the lower part of the tail fin. The first option also has '100% Texan' written in red script on the inside of the nose wheel door.
- This is a D model and it has the Texan flag as a band across the top of the tail.

All of these F-16s are operated by the 149th Fighter Wing, Texas ANG.

Complete stencils and national markings are supplied for all three schemes. Also included on a small additional sheet are two alternative markings for the MXU 648 baggage



48-076 Lone Star Gunfighters F-16C/D - Twobobs Aviation Graphics



72-037 F/A-18E VFA-137 Kestrels - Twobobs Aviation Graphics

pod featuring the flag design used on the tail of the single-seaters.

Price: \$9.50 (£7.50)

1/48th & 1/32nd Scales

48-077/32 023 - F/A 18C Fights On

This is an unusual sheet as it has markings for both 1/48th and 1/32nd scale versions of the same aircraft and has been give stock numbers from both ranges. Whichever number you order you will get both sets of markings on two decal sheets, as they only come as a 'set'.

- F/A-18C belonging to VMFA-312 and it is finished in a two-tone grey splinter scheme similar to the Ferris scheme of the early 1980s. The tail fins are decorated with a black and white checkerboard band outlined in yellow and red and on the spine of the aircraft, from the cockpit to the air brake, are the words 'Fights On'. The dark colours used on this aircraft were a hybrid mix with a slight hint of green but the sixteen colour photographs included in the instructions will be a useful reference to both the colour and the amount of wear and tear on the airframe.

This sheet would be an ideal purchase to share with a friend, as I personally would not build the same aircraft in both scales, however the 1/32nd scale version has now been added to my 'to do' list! This could get a bit expensive as I am now up to five Academy F/A-18s that I have sheets for!

Please Twobobs stop tempting me with such interesting subjects!

Price: \$10.50 (£8.00)

Conclusion

Each of the above sheets is up to the superb standards we expect from Twobobs.

Please note that for customers in the USA, Twobobs products are only available directly from them (visit www.twobobs.net for more information). Non-US customers are unaffected by this, with the range still being available from specific outlets. UK modellers should contact Hannants for price and availability.

Our thanks to Twobobs Aviation Graphics for the review samples.



48-075 NA/Super OIF Harriers of VMF-223/311 - Twobobs Aviation Graphics



48-077/32 023 F/A 18C Fights On - Twobobs Aviation Graphics

Tally Ho!



572 018 Avia S-199 Stencils

This month sees a number of new sheets, plus some sets of stencils, examples of which have been passed directly to us by the manufacturer.

1/72nd Scale

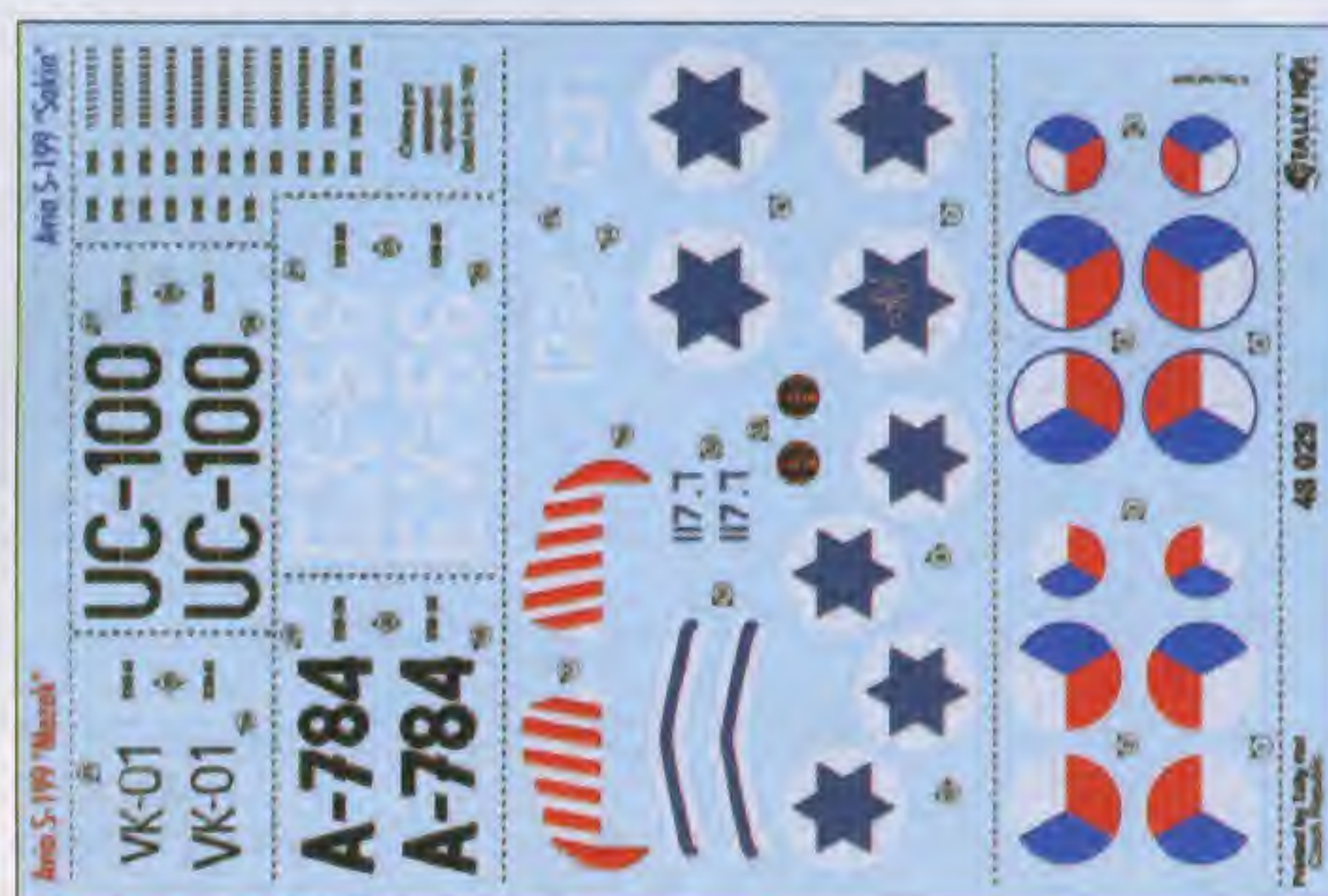
72 034 The Mule (Avia S-199 Mezek/Sakin)

- S-199, A-784, S/No. S199-134 of the Czech Military Academy, Hradec Králové, probably 1947-1948
- S-199, EX-56, S/No. S199-389, 22nd Messerschmitt Division of the Czech Air Force based at Plzen-Bory airfield in 1951.
- S-199, UC-100, S/No. S199-79 of the Czech Air Force Prostějov Flying School in late 1951.
- S-199, VK-01, S/No. S199-43 of the Czech Air Force.
- S-199 Sakin, D-177, No.101 Squadron, Israeli Air Force, 1948.
- S-199 Sakin, D-123, No.101 Squadron, Israeli Air Force based at Hatzor in 1948.

Most of the instructions in this sheet are in Czech, but at least all the colour data is in English with a full cross-reference list to FS number as well as Testors, Agama, Humbrol, Revell, AeroMaster, Gunze Sangyo and Tamiya paints numbers.

572 018 Avia S-199 Stencils

This set offers a complete set of stencils for a Czech A.F. S-199 Mezek, as well as an IAF S-199 Sakin to complement the above option sheet, as no stencils are included with it.



48 029 The Mule (Avia S-199 Mezek/Sakin)

1/48th Scale

48 029 The Mule (Avia S-199 Mezek/Sakin)

This is just a scaled-up version of the 1/72nd scale sheet reviewed earlier (#72 034) and it offers the same six options. Once again a full cross-reference list to FS number as well as Testors, Agama, Humbrol, Revell, AeroMaster, Gunze Sangyo and Tamiya paints numbers is included.

548 018 Avia S-199 Stencils

This set is once again just scaled-up from the previous 1/72nd scale version (#572 018) and it also offers a complete set of stencils for a Czech A.F. S-199 Mezek, as well as an IAF S-199 Sakin.

Price: £1.75

1/32nd Scale

532 001 Curtiss P-40E Stencils

This sheet offers the stencils for a Curtiss P-40E (Revell kit). The images include both airframe stencils as well as propeller manufacturer logos and propeller data placards.

Price: £2.99

532 003 Focke-Wulf Fw 190 Stencils

This sheet offers the stencils for a Focke-Wulf Fw 190 in A, F, G, D or Ta 152 versions and with the former will be suitable for the Hasegawa

(and Revell) kits (please, please, can we have a Ta 152C or H in 1/32nd!). The images include both airframe stencils and walkway markers as well as propeller manufacturer logos and data placards.

532 007 Curtiss P-40B/C Stencils

This decal sheet supplies the stencil detail for the Curtiss P-40B & C. They are clearly printed with minimal carrier film and in this scale easily readable. A small instruction sheet enables you to accurately place the 60+ images.

532 007 V.S. Spitfire [Merlin-engine] Stencils

This sheet offers the stencils for a any Merlin-powered versions of the V.S. Spitfire and will be suitable for the Hasegawa kits. The images include both airframe stencils and walkway markers as well as a selection of rank pennants.

Price: £2.99

Conclusion

Tally Ho! are cornering the market with stencil sheets and are carefully



Avia S-199 Stencils



532 001 Curtiss P-40E Stencils

tailoring these to cover current releases, as well as doing a few more unusual versions as well, so well done for that. The quality of each sheet is excellent and with the stencil sets the instructions are clear and precise, telling the modeller where to put each of the 40+ images! The Avia sheets are a bit confusing, as the initial Czech options have good (although not as detailed) English captions, but the two IAF machines only have the aircraft data and nothing more, while the Czech version is about ten times as many words! It would have been nice to have had the full narrative in both languages, as the story of the aircraft can often help the modeller decide how much he will weather etc his completed model.

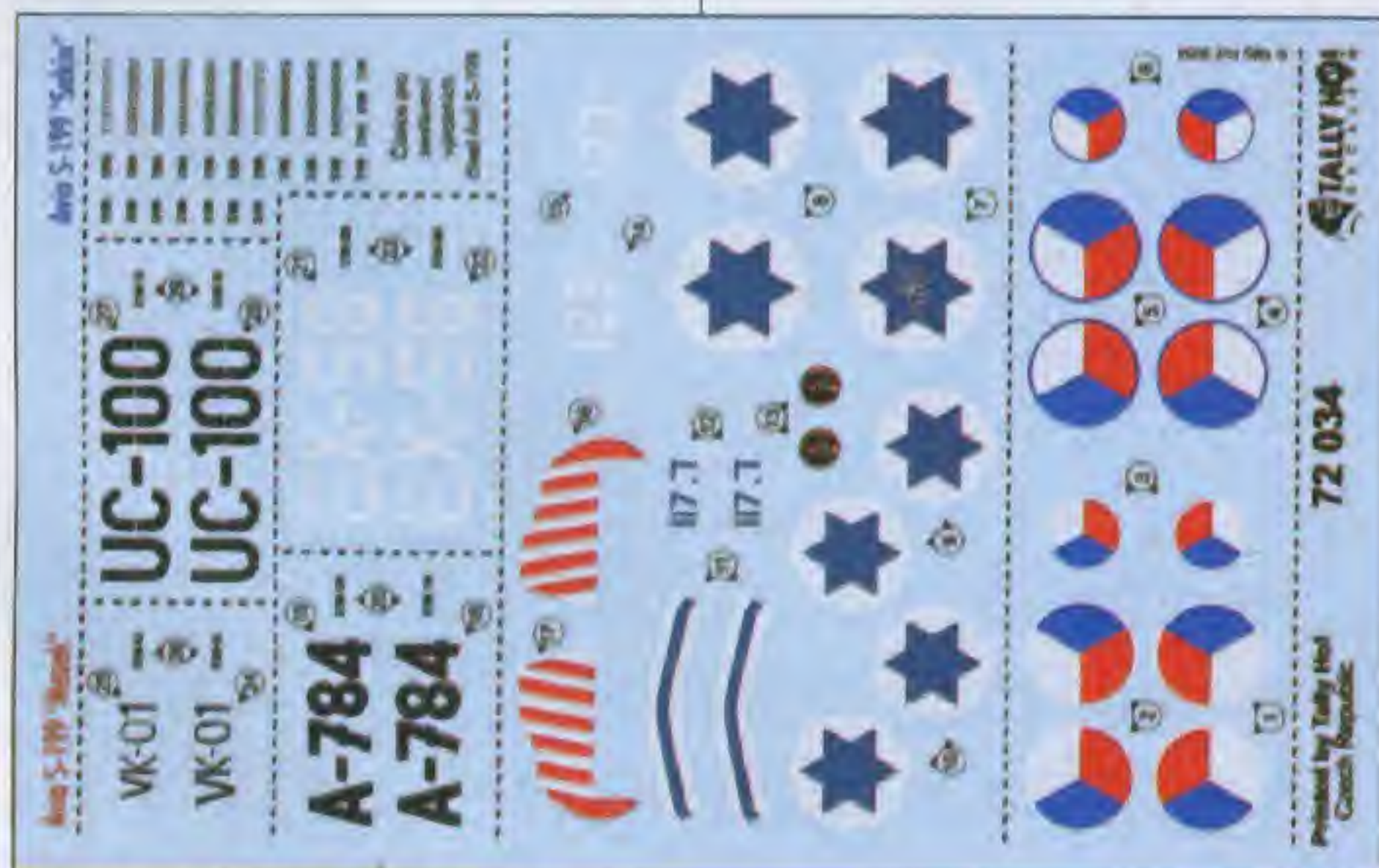
Our thanks to Tally Ho! for the review samples. UK modellers should check with Hannants for price and availability.



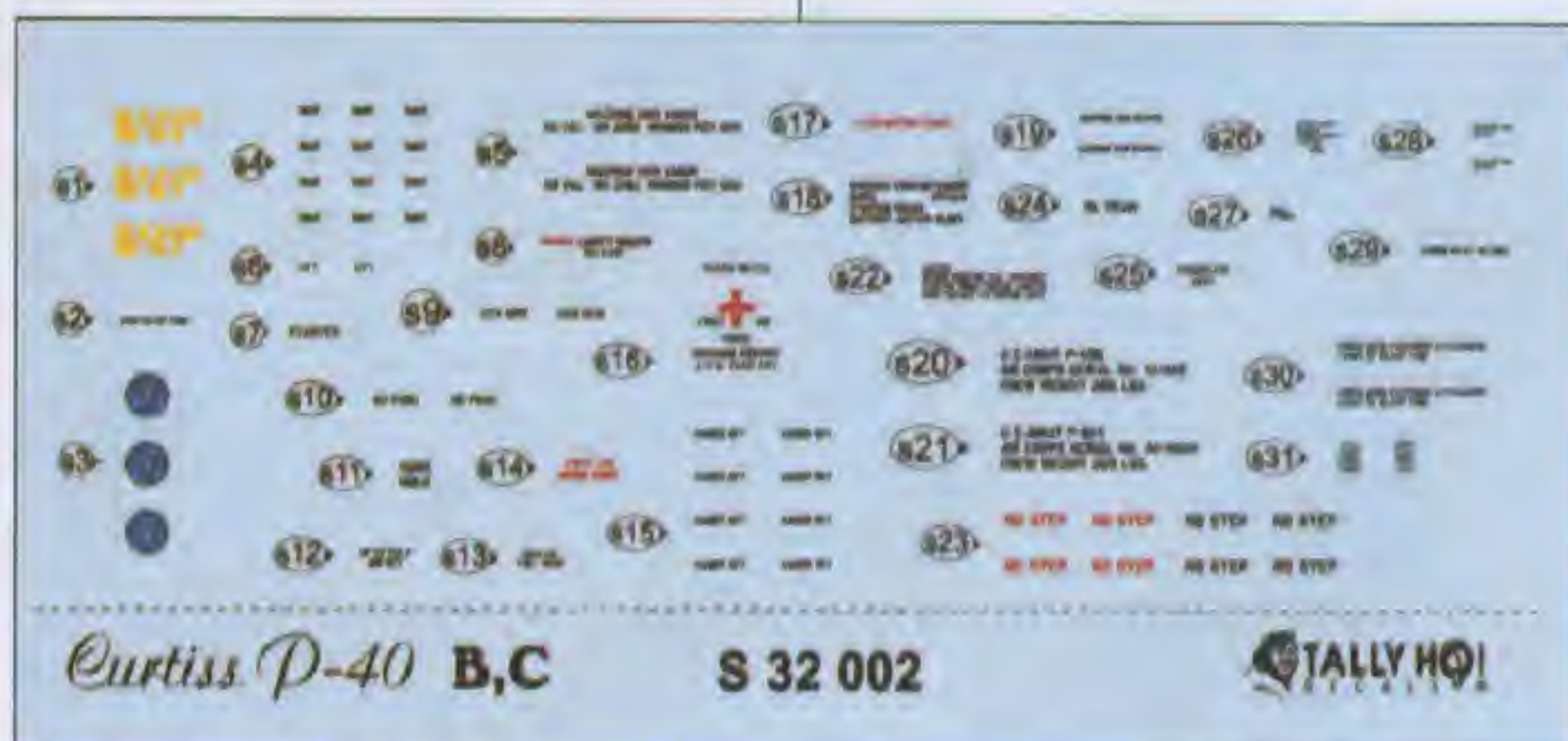
532 003 Focke-Wulf Fw 190 Stencils



532 007 V.S. Spitfire [Merlin-engine] Stencils



72 034 The Mule (Avia S-199 Mezek/Sakin)



532 007 Curtiss P-40B/C Stencils



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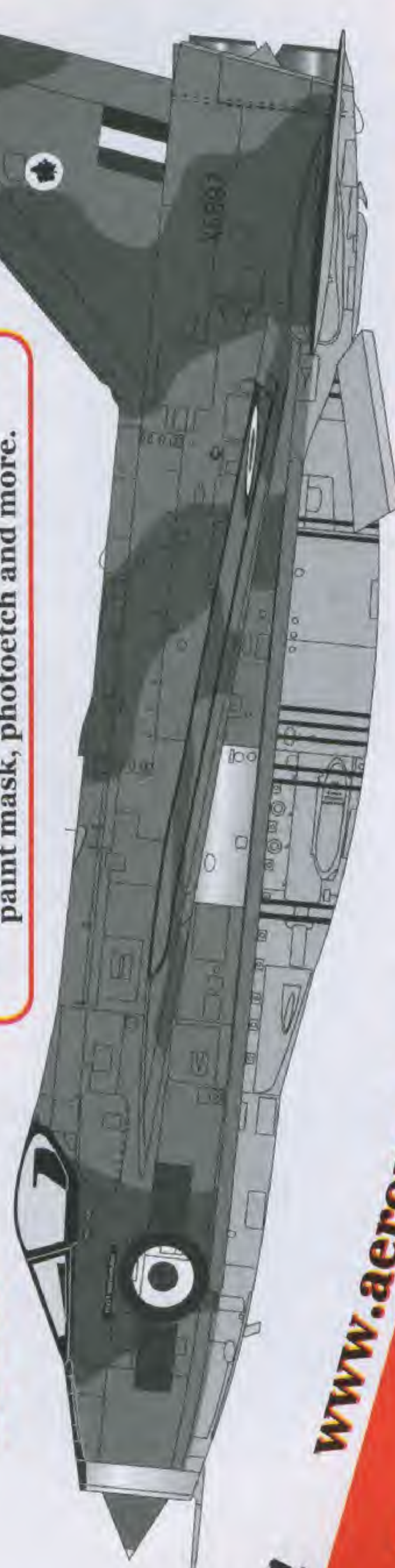
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Tauro Models

It has been quite a while since we have seen any new decals from this Italian manufacturer, so it is with great pleasure that we can review

the below two new sheets which have made their way directly to us for review this month.

1/72nd Scale

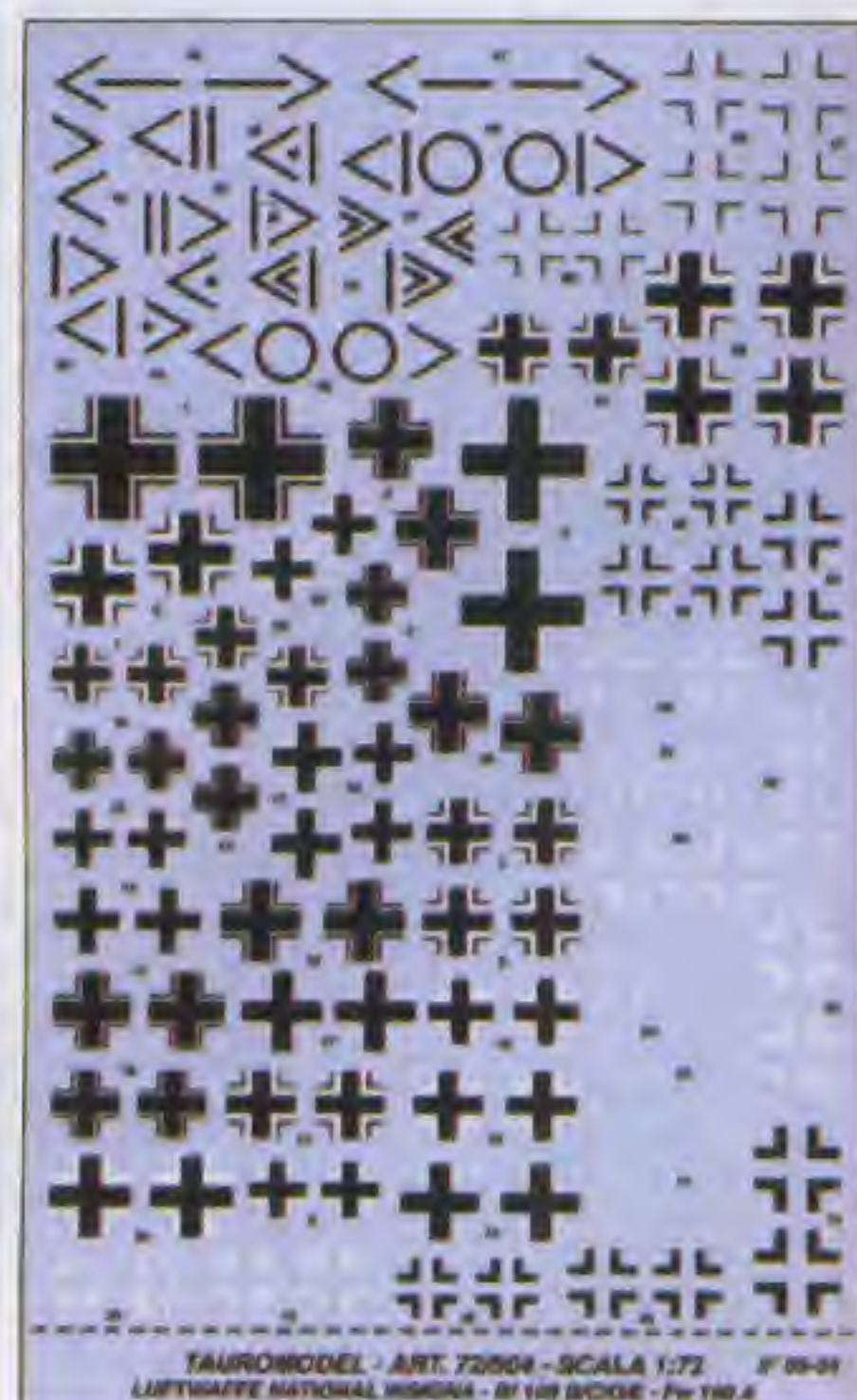
72/504 - Luftwaffe National Insignia WWII

This is a one and a half sheet set that offers masses of national crosses, group insignia and swastikas for various Luftwaffe aircraft of WWII. Each image style is numbered and then cross-referenced on the accompanying instructions to each aircraft type. The sheet really only covers fighters in the form of the Bf 109 and Fw 190 series, but to be truthful, many of the crosses and swastikas could be used on other Luftwaffe aircraft as well.

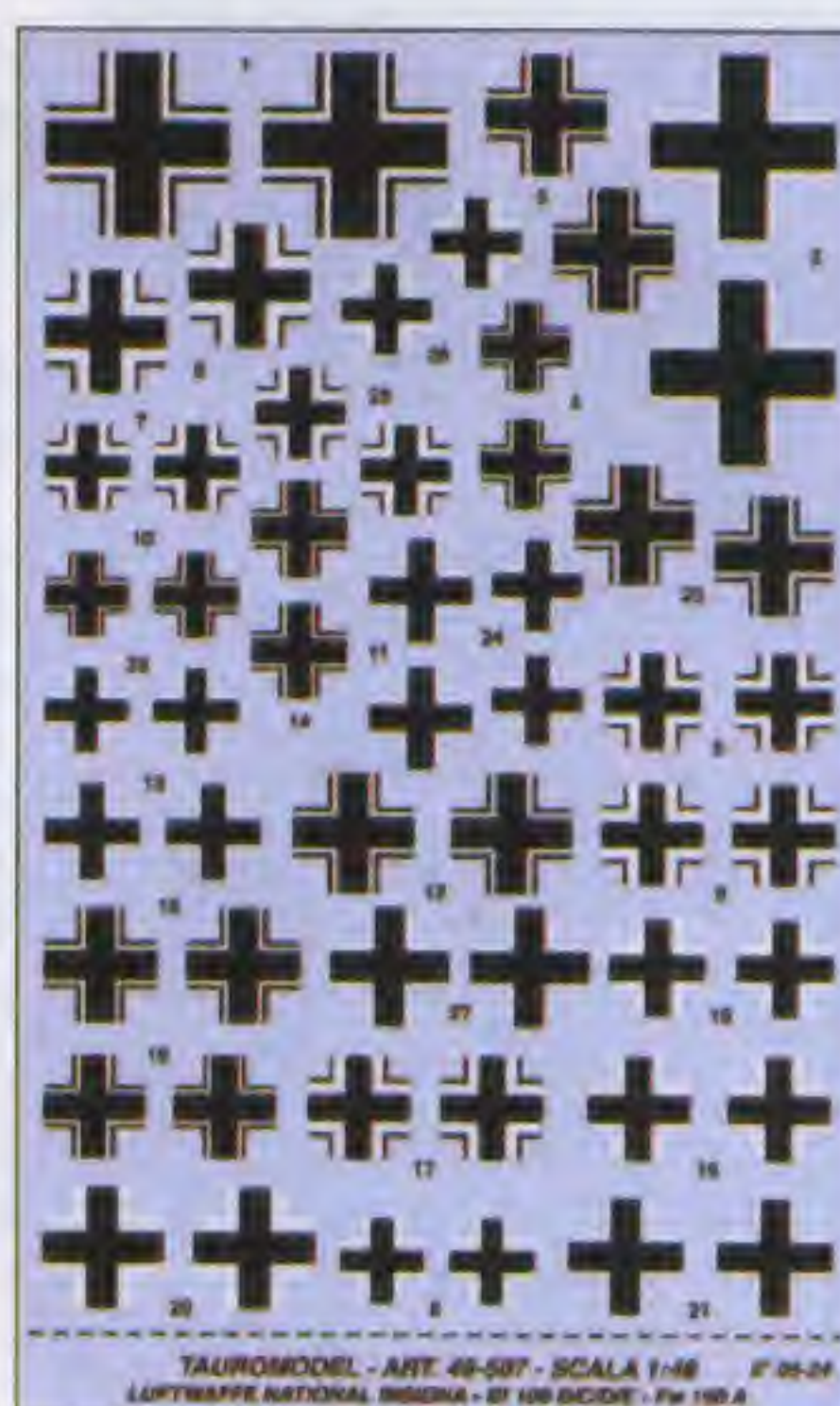
1/48th Scale

48-507 - Luftwaffe National Insignia WWII

This is just a scaled-up version of



72/504 Luftwaffe National Insignia WWII



48-507 Luftwaffe National Insignia WWII

the 1/72nd scale sheet (#72/504) reviewed earlier. In this bigger scale though you get far fewer images.

Conclusion

Such generic insignia sheets are always welcome. The quality of those seen here are excellent and the print is perfectly in register with very little excess carrier film. The use of the over-complex numbering system could have been better dealt with if the manufacturer had simply given the full-size dimensions of the crosses and swastikas, that way you just need to list them against each aircraft type/combination and the modeller can use their own reference guides to identify what types can be used elsewhere.

They are highly recommended to all Luftwaffe modellers.

Our thanks to Tauro Models for the review sample. UK modellers should check with their preferred stockist for price and availability.

Eagle Strike

Following on from last month's selection, here are some more new sheets from this manufacturer.

1/48th Scale

48-159 - The Flying Circus Albatros Pt.III

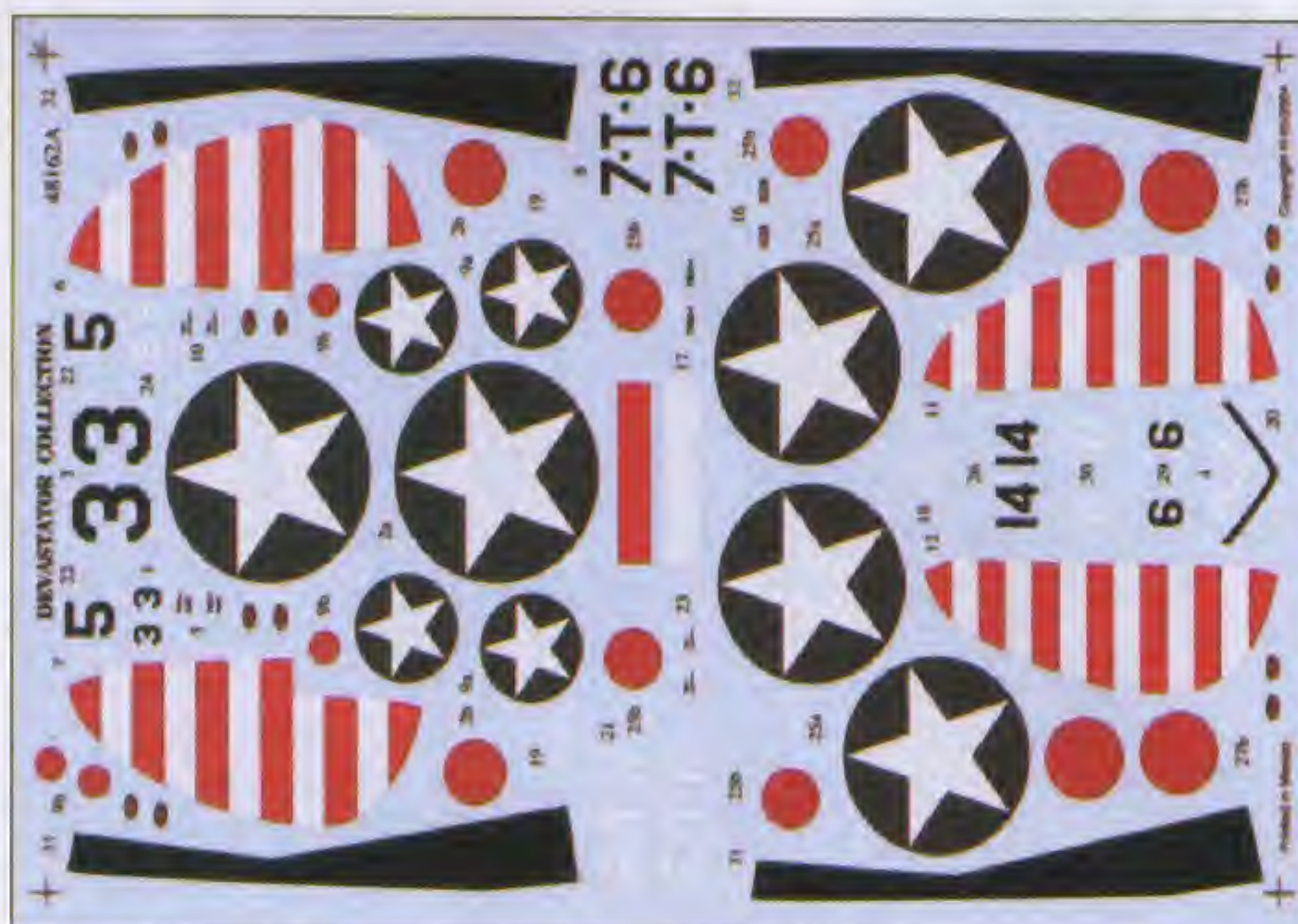
- D.III flown by Lt. Rudolf Hohberg of Fl.Abt.(A)263 in 1917
- D.III (OEW) flown by Lt. Heinrich Armtzen of Jasta 50 in 1917.
- D.III (OEW) of MFJ III in 1917.
- D.III (OEW) flown by Offstv. Herman Habich of Jasta 49 in 1917.
- D.III (OEW) of MFJ III in 1917
- D.III flown by Lt. Josef Rohe of MFJ I in 1917.
- D.III (OEW) flown by an unknown pilot of an unidentified unit in 1917.

The sheet includes enough national insignia for two complete options, plus all the unique markings for all.

Price: £8.65

48-162 - Devastators at War

- Devastator VT2 during the Battle of Coral Sea finished in Dark Blue/Grey over Light Grey with oversize fuselage wing roundels complete with red centres and a red and white striped tail.
- Devastator VT7 based in Scapa Flow while its mother ship, the USS Wasp, was delivering Spitfires to Malta. In the same camouflage scheme as the previous option but with small roundels and the code 7-T-7-6 in black.
- Devastator, 8-T-14 in the Dark Blue/Grey over Light Grey scheme but with the red centre spot removed from the national insignia



48-162 Devastators at War - Eagle Strike

and the red and white rudder overpainted. This aircraft was the only survivor of VT8 during the Battle of Midway.

This last scheme is in the early overall Non-spec Light Grey scheme used just prior to America's entry into the Second World War. The aircraft is coded white 6-T-11 and has small national insignia and roundels.

It is nice that you are actually supplied with enough roundels and stencils to complete all four options making this sheet very good value for money.

Price: £9.00

1/32nd Scale

32-061 - Rammjager Part 2

- Fw 190A-8/R2, 'Red 1' flown by Staffelfkapitän Klaus Brestschneider of 5./JG300 in October 1944.
- Fw 190A-8, 'Blue 4' flown by

Staffelfkapitän Lt. Rudi Linz of 12./JG5 in early 1945.

3. Fw 190A-8, 'Red 11' of 14./JG54, based at Saschen, Germany in March 1945.

This sheet offers enough unique insignia for each option plus eight national crosses and one set of stencils.

Price: £7.95

Conclusion

Each of these sheets is well printed with perfect register and colour density. The instructions are in full colour and cite various published reference sources etc as well as colour information.

Our thanks to Eagle Strike for the review samples. Their products are distributed in the UK by Hannants. Contact Eagle Strike direct for details of your own country's distributor if outside the UK.



48-159 The Flying Circus Albatros Pt.III - Eagle Strike



32-061 Rammjager Part 2 - Eagle Strike



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Scale Nutz Productions

Following on from our initial review of their first productions in the June edition, here are the latest couple of the sheets from the Singapore-based manufacturer.

1/72nd Scale

A72024 - RSAF F-16C/D Fighting Osprey

- F-16D, S/No. 639 of No.140 Squadron RSAF during their Open House during 2001, Paya Lebar Air Base, Singapore.
- F-16C, S/No. 615 of No.140 Squadron RSAF during their Open House during 2003, Paya Lebar Air Base, Singapore.

The sheet only gives you 'set' serials for these two options but there are also a selection of numbers on the sheet which would allow you to make up other serials in the 608 to 615 range for the F-16C or 623, 625, 626, 639, 640 & 691 options for the F-16D. There are enough national insignia and squadron markings for just one complete aircraft.

A72025 - RSAF F-16C/D Night Phoenix

- F-16C, S/No. 612 of No.143 Squadron RSAF during their Open House during 2001, Paya Lebar Air Base, Singapore.
- F-16D, S/No. 695 of No.143 Squadron RSAF during their Open House during 2003, Paya Lebar Air Base, Singapore.

Once again the sheet only gives you 'set' serials for the above two options but there is also a selection of numbers on the sheet which would allow you to make up other serials in the 609 to 613 range for

the F-16C or 623, 624, 626, 627, 638, 630, 691 & 692 options for the F-16D. There are enough national insignia and squadron markings for just one complete aircraft.

1/48th Scale

A48017 - RSAF F-16C/D Fighting Osprey

This is just a scaled-up version of the 1/72nd scale sheet (#A72024) reviewed earlier. It offers the same two main options plus the same selection of numbers to allow you to make up other serials. There are only enough national insignia and squadron markings for one complete aircraft.

A48018 - RSAF F-16C/D Night Phoenix

This is just a scaled-up version of the 1/72nd scale sheet (#A72025) reviewed earlier. It offers the same two main options plus the same selection of numbers to allow you to make up other serials. There are only enough national insignia and squadron markings for one complete aircraft.



A72025 RSAF F-16C/D Night Phoenix - Scale Nutz Productions

Conclusion

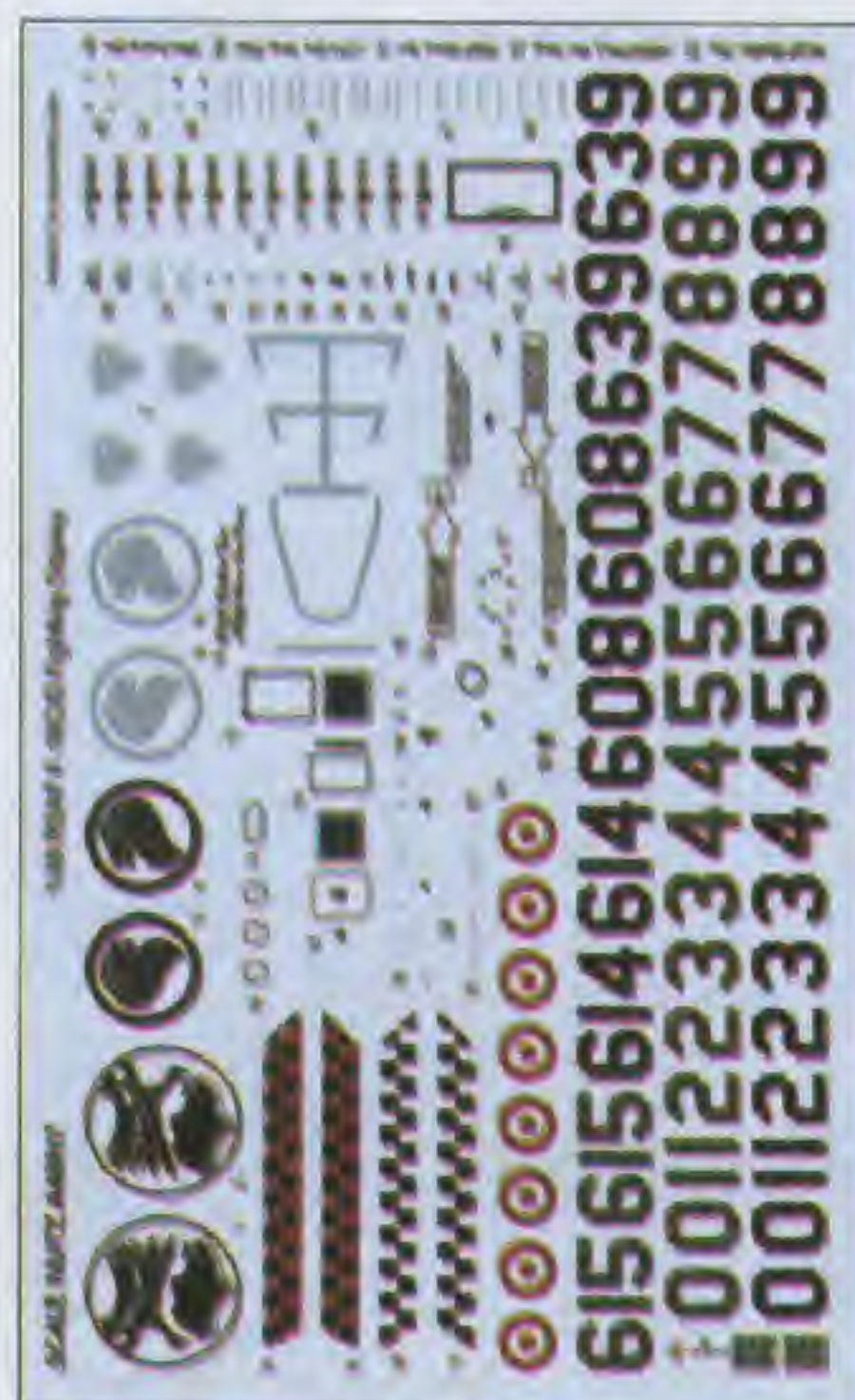
All of these sheets are well printed with perfect register and good colour density. They are all screen printed, so feature the standard individual carrier film with each image. They are all beautifully produced with perfect register and only minimal carrier film.

Our thanks to Scale Nutz Productions for the review samples. We are still unaware of a UK stockist of this range as we go to press, so all

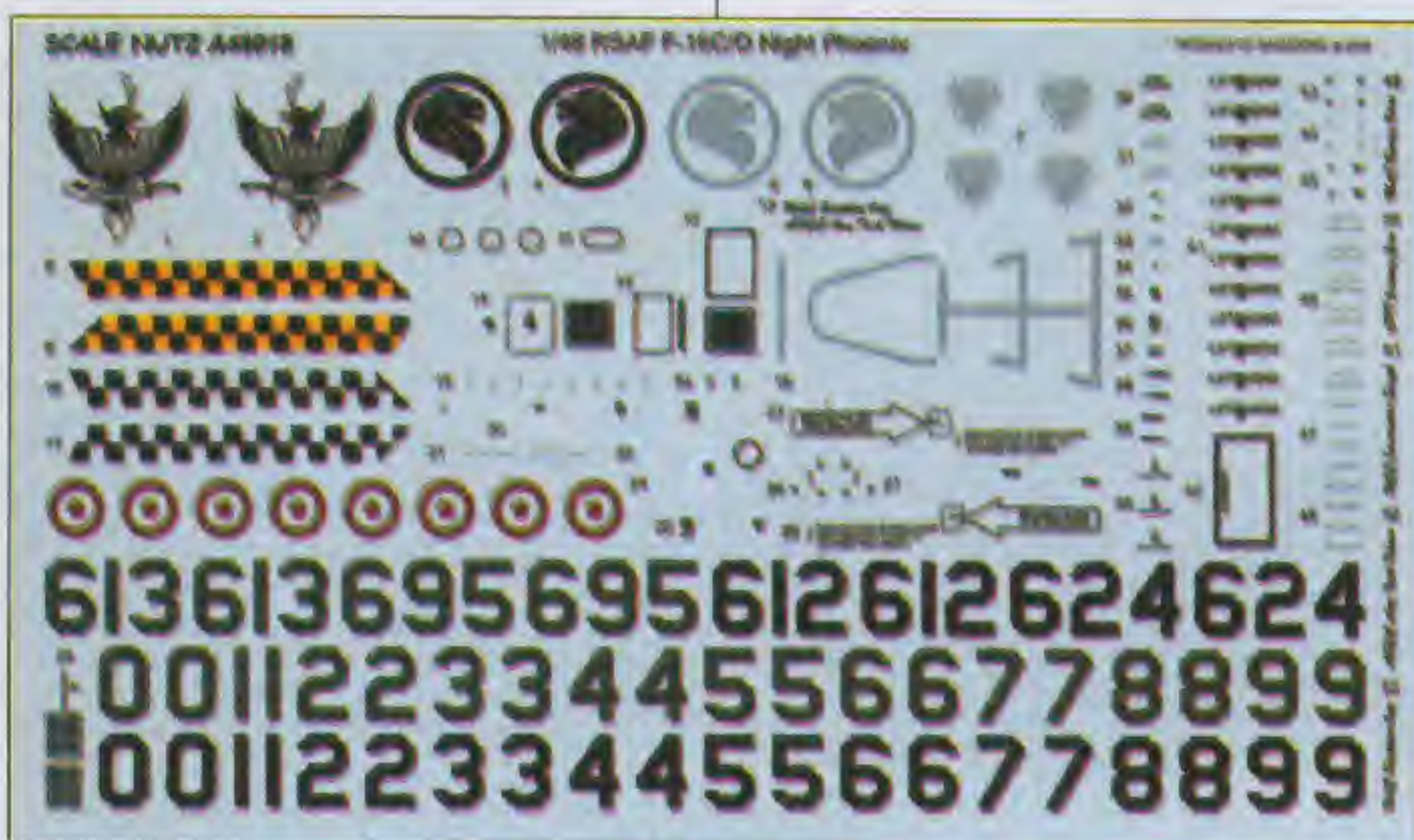


A72024 RSAF F-16C/D Fighting Osprey - Scale Nutz Productions

enquiries should be made directly with the manufacturer at Rochor Post Office, PO Box 947, Singapore 911837 or you can visit www.scalenutz.com.



A48017 RSAF F-16C/D Fighting Osprey - Scale Nutz Productions



A48018 RSAF F-16C/D Night Phoenix - Scale Nutz Productions

VFA Productions

The latest sheet from this Malaysian manufacturer has made its way to us for review.

1/48th Scale

48MiG-29-01 - Typhoons, Bats & Cobras!

- MiG-29N. M43-08 of No.19 Squadron, Royal Malaysian Air Force. This machine is in the early operational scheme applied to the Fulcrum.
- MiG-29N. M43-03 of No.17 Squadron, Royal Malaysian Air Force. This machine is in the current operational scheme applied to the Fulcrum.
- MiG-29N. M43-09 of No.19 Squadron, Royal Malaysian Air Force, in the current operational scheme.
- MiG-29NUB. M43-01 of No.17 Squadron, Royal Malaysian Air Force, in the current operational scheme.

All of these machines are based at Sultan Ahmad Shah Air Base in

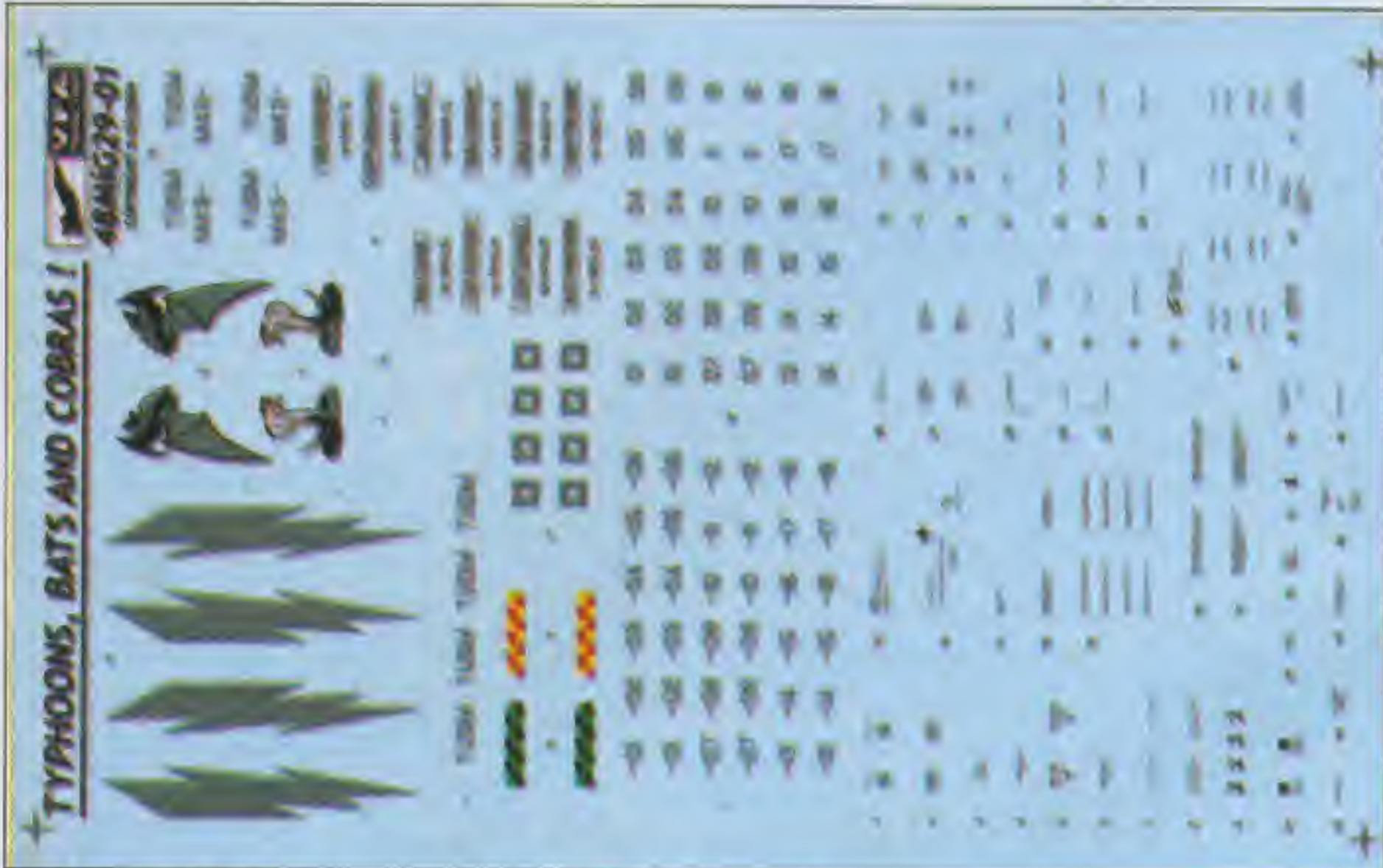
Kuantanm Pahang and although No.17 Squadron has recently been disbanded, its MiG-29s have been absorbed by No.19 Squadron. All the machines carry the lightning bolt on the vertical fin and it is No.17 Squadron that has the bat motif on the tail, while NO.19 squadron has a cobra.

This set also comes with a resin in-flight refuelling probe, as no Fulcrum kit has one and all Royal Malaysian AF machines have them fitted.

The sheet itself offers enough national insignia and tail markings for just one option, plus a full set of stencils and numerous code numbers to make up the option of your choice.

Conclusion

This is another fine sheet from VFA Productions. The inclusion of the resin component makes the whole project more accessible and they are



48MiG-29-01 Typhoons, Bats & Cobras! - VFA Productions

to be congratulated on this. The decals are all beautifully printed, with perfect register and very little excess carrier film.

This sheet is also available in 1/72nd scale (72MiG29-01) and they retail for £8.99 (1/72nd) and £9.99

(1/48th) respectively.

Our thanks to VFA Productions for the review sample. UK customers can obtain this range from Hannants while all other potential customers should contact the manufacturer directly.

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modelling products

Xtracrylix

Many of you may have already heard of the new range of acrylic paints from

Hannants and some of you may have already tried them, but for those of you who have not here is a little bit more about them.

The range has been requested by modellers for a number of years, by those modellers who liked the 'authentic' nature of the existing enamel Xtracolor range, but did not like their associated long-drying period. As a result in July 2004 Hannants announced the launch of the new acrylic range, with stocks being available by the weekend of Flying Legends on the 10th/11th. Initially some seventy colours were produced and they are shown in the table below.

As you can see all are authentically matched. The RAF colours are matched to British Standard (BS) codes, which is correct, unlike many foreign manufacturers who wrongly match these shades to an FS (Federal Standard), which will, at best, only be an approximation. You will also note that Hannants have stayed with the order for RLM 82 and 83, where the former is dark green and the latter light green, even though some experts now say it is the other way around. I applaud this as it is hard enough getting German colours

sorted without someone changing around two colours at this late stage!

Also available are satin (XA1S), gloss (XA1G) and matt (XA1F) varnishes in the standard 16ml bottle, plus the same in 50ml bottles (XA1SS, XA1GG and XA1FF respectively). The range also comes with a thinner (XATHIN) in a 25ml

Application

I have tried a number of the paints, plus the varnish and have applied them with both a brush and airbrush.

The three main failures of all acrylic paints to date are 1 application, 2 coverage and 3 strength.

• 1. Many acrylics apply well only

• 3 Strength, ahh the crunch time for acrylics, as I have never found one to date that can withstand heavy handling for long. I therefore let some Xtracrylix that had been sprayed onto primed plastic to dry for a couple of hours then started to hold and (attempt to) scratch the paint off. Applied to primed plastic (I use Model Master Gull Grey for



bottle. This is more to aid application by brush and airbrush, as the paints thin well with distilled water. This 'thinner' also allows higher levels of dilution, from 15% in the standard (from the bottle) form to 50% with the use of the thinner.

with an airbrush and will be 'streaky' when applied with a brush. I found that these new paints went on well straight from the pot with a brush, with no real need for thinner. You do need to shake the bottle well before application though.

The other failing with acrylics is adhesion when applied. I have sprayed Xtracrylix onto bare plastic and onto primed plastic. As long as you 'mist' on very light coats first before heavily subsequent coats with unprimed plastic, you will have no problem.

• 2. Coverage with some acrylics is poor and can also be streaky. Some do not thin without special thinners and others really do not cover well when sprayed. I think that I have experienced one or the other of these phenomena at one time or another in the past five years. Xtracrylix go on well with brush and airbrush. I thinned them for the latter application at 15%-20% with water and at 50% with their own thinners. I also found a drop of the thinners in the paint prior to thinning with distilled water gave better spray application. Coverage in both forms is excellent, with a brush it is akin to Xtracolor enamel and with an airbrush as good as Poly Scale. The big test was pure white and I have to say they sailed through that one with just two light coats needed to cover dark grey (primed) plastic.

this), I found that the paint withstood all attempts to scrape it off. It withstood it very well on unprimed plastic as well, and was certainly better than all other acrylics I had used to date.

The finish to Xtracrylix is not high gloss, but it is not satin either. It is pretty good for decaling 'as is', although I would probably chicken out and still give it a top coat of gloss first. Overall I think this is a superb new range and an ideal companion to Xtracolor. I hope that all the colours in the latter will soon appear in acrylic form and I know for a fact that in the weeks since the range was launched there have been a number of new colours added already. The use of a screw-top plastic bottle is excellent. They are bigger than say a Vallejo bottle, so are steadier on the workbench, and you get a 16ml bottle, which is more than the 'standard' 14ml tinlet. To cap it all they retail for just £1.50 each (the larger size varnish etc are more expensive), which makes them very good value for money. If you don't like enamel but are finding it hard to locate stockists of foreign acrylic paint ranges, then Xtracrylix is the way to go. Visit the Hannants website at www.hannants.co.uk for more details of the entire (and ever expanding) Xtracrylix range.

My thanks to Hannants for the review samples.

XA1001	RAF Dark Green	BS241
XA1002	RAF Dark Earth	BS450
XA1003	RAF Medium Sea Grey	BS637
XA1004	RAF Dark Sea Grey	BS637
XA1005	RAF Extra Dark Sea Grey	BS638
XA1006	RAF Ocean Grey	
XA1007	RAF Sky	BS210
XA1008	RAF PRU Blue	BS636
XA1009	RAF Middle Stone	
XA1010	Aircraft Grey/Green Matt	BS283
XA1011	RAF Trainer Yellow	
XA1012	Night Black	BS642
XA1014	RAF Red Arrows Red	BS537
XA1015	RAF Light Aircraft Grey	BS627
XA1017	RAF Camouflage (Barley) Grey	BS626
XA1019	RAF Rescue Yellow	BS356
XA1025	RAF Dark Slate Grey	
XA1026	RAF Azure Blue	
XA1032	Gulf War Desert Pink	FS10279
XA1037	RAF Dark Slate Grey	BS639
XA1102	Tan Vietnam	FS10219
XA1110	Forest Green	FS14079
XA1111	Olive Drab	FS14087
XA1112	Olive Drab	ANA613
XA1113	Faded Olive Drab	
XA1114	Medium Green	FS14092
XA1116	Green Vietnam	FS14102
XA1117	Interior Green Matt	FS34151
XA1121	Gloss Sea Blue	FS15042
XA1125	Intermediate Blue	FS15164
XA1126	Dark Blue/Grey	FS15237
XA1129	Dark Grey	FS16081
XA1130	Gunship Grey	FS16118
XA1131	Dark Gull Grey	FS16231

XA1133	Neutral Grey	FS16270
XA1135	Dark Compass Grey	FS16320
XA1136	Light Compass Grey	FS16375
XA1137	Light Gull Grey	FS16440
XA1138	ADC Grey	FS16473
XA1139	Light Grey	FS16495
XA1140	Light Grey	FS16622
XA1141	White	FS17875
XA1157	Dark Grey Mod Eagle	FS16176
XA1158	AMC Battle Grey	FS16173
XA1201	Grau	RLM02
XA1202	Helblau	RLM65
XA1203	Schwarzgrau	RLM66
XA1204	Schwarzgrün	RLM70
XA1205	Dunkelgrün	RLM71
XA1206	Graugrün	RLM74
XA1207	Grauviolett	RLM75
XA1208	Lightblau	RLM76
XA1209	Sandgelb	RLM79
XA1210	Braunviolett	RLM81
XA1211	Dunkelgrün	RLM82
XA1212	Lichtgrün	RLM83
XA1213	Gelb	RLM04
XA1214	Helblau	RLM78
XA1215	Grün	RLM80
XA1216	Silber	RLM01
XA1217	Rot	RLM23
XA1218	Dunkelblau	RLM24
XA1219	Dunkelbraun	RLM61
XA1220	Grün	RLM62
XA1221	Lichtgrün	RLM63
XA1222	Grün	RLM72
XA1223	Grün	RLM73
XA1224	Sand Braun	RLM79a
XA1036	RAF Dark Camouflage Grey	BS629

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1/32nd Scale

Currently 'Out of Production'



The original issue box of this venerable kit. I've heard stories that this mould went down on a ship which would explain why I haven't seen it in years. If you want one and come across it, buy it, otherwise you may not see it again

Shuddering Sky

by Jay Laverty

With a mechanical devotion to duty and a religious dedication to the Emperor Japanese pilots climbed into their Ki-61s and flew off to defend their homeland from the American B-29s that were relentlessly pounding Japan day after day. As the situation deteriorated around them they began to use increasingly desperate tactics that would seem fanatical and senseless to the western observer but were natural and logical to these men. What was known to these pilots as "the Shuddering Sky" we would call suicidal ramming tactics. In fact they weren't suicidal attacks at all, rather an extension of the attack once ammunition had been expended. The plan was to jump out of the plane just before impact and the roomy cockpit of the Ki-61 gave the pilot a better chance of survival. The planes these men flew were known to the Allies as 'Tony' and to the Japanese they were known as the Ki-61 Hein (Swallow).

This aircraft began life in 1939 as a response to encounters against the Russian LaGG-3 and the American

P-40 and was a far superior performing aircraft than both. It was designed around a Japanese license built copy of the Daimler-Benz DB601a inline engine that earned its reputation powering the Bf 109. The similarity in airframe led to a misidentification during its baptism in combat. During one of the prototype's test flights the Doolittle Raid took place and Lieutenant Umekawa moved in to intercept. He was forced to break off after experiencing trouble with his machine guns and running low on fuel. One of the raiders went on to report that the Japanese were either importing or producing domestic versions of Messerschmitts and led to many Japanese types being misidentified for years.

The Tony experienced a lot of mechanical problems, and its advanced design features led the Japanese high command to feel that it was too complicated a fighter for their pilots, almost leading to the projects cancellation. However the fact that the airplane out-performed all other

types on both sides of the burgeoning conflict was the plane's saving grace, and it served with distinction until the end of the war.

The Kit

On a whim I bought one of the long deleted 1/32nd kits produced by



A nice close look at the detailing of the undercarriage. Not a great deal of work done but the fuse wire has brought them to life

Revell many years ago and must admit I was very pleasantly surprised when I opened the box to find a highly detailed and crisply moulded kit. The cockpit definitely betrays the kit's age but the exterior detail is well beyond its time. Unfortunately the decals were well beyond salvaging so I would need to source them elsewhere. The Hinomarus would not be a problem, the Sentai markings on the other hand.... Now all that is left is to see how this kit will fit together.

The Cockpit

While the cockpit is not on the leading edge of injection moulded technology it's not that bad and at least it's a decent start. After having a look at some references I decided the instrument panel was lacking and would receive an extensive overhaul using bezels and dials from Waldron. I started by cutting away the side panels from the main panel to make applying the bezels easier, however in hindsight I would write right and left on the back to make reattaching them later much easier! Detailing the panel



The cockpit after some detailing. The wiring was done easily, using fuse wire and lead foil to hold it in place



A view from above of the cockpit shows the Waldron German rudder pedals to good effect. The lead foil in the seat is there for no other reason than to cover up some nasty ejector pin marks



The finished instrument panel boasting bezels from Waldron again. I worked from a picture of a Ki-100 cockpit and as the 100 was later mark of the Ki-61 they were both very similar



The side wall of the fuselage wired up as well. I decided not to replace the bezels here as I was getting lazy by this point. Besides they don't look too bad as is



A nice view showing the wiring to good effect and the side wall instrument panel doesn't look too bad either. The wires were painted with JN grey as that was the best I could make out from the photograph. A good wash in peat brown really helps bring up the details



The cockpit installed and viewed from the rear 3/4's. The colour is RLM 79 sand brown and is accurate for this aircraft. I am particularly happy with the instrument panel as the hard work with the bezels and dials has really paid off



The Moskit replacement part lined up against the kit exhaust. I think it is safe to say these definitely needed to be replaced



Step 1 in the painting process is applying the Alclad gloss black primer. This acts as a background for the Alclad Chrome and will increase its lustre once on. It looks really cool in black!



The Alclad Polished Aluminium has just been applied after the control surfaces were sprayed IJA grey then masked



The tail sprayed red and the leading edges prepared for yellow with white. The tail fuselage band will be sprayed black as the band was in fact dark blue



The finished model in all its glory. The yellow may be a little bit off the correct colour but that I can live with



A nice look at the landing gear and the hand painted numerals on the landing gear doors. The Xtracolor aotaki came up very nicely over the Alclad aluminium. This is how it was done in reality although I don't think they used Xtracolor



A very subtle amount of salt has been applied before the IJA Green was sprayed on, trying to keep it to harder wearing areas as this unit had pretty well kept aircraft



A nice look at the mottling and the amount of work that went into it. Four hours and one smoking compressor and this is what you get



An 'air show shot' of the model that exemplifies the problems with the fit of the canopy. I also like the effect of the peat brown ink wash in the rivets and panel lines as they show them up nicely and subtly as opposed to black



A glimpse into the cockpit without the canopy obscuring things. A lot of work went into there and I am very pleased with the result



A good view of the close match the Model Master Chrome Silver was for the Alclad. The same effect was repeated on the Hinomarus as well



The Moskit exhausts were simply superb once fitted and viewed on the finished piece. I would highly recommend them for any project, no matter what scale!

was a very simple and took no time at all to do, simply applying glue to the spot they were going to occupy then placing them on. Once on I painted the panel Scale Black and inside the dials white. The white inside the dials helps show the instruments when in place. Then the bezels were painted flat black to help them stand out.

Fuse wire was used to 'wire up' the cockpit, being attached to the back of the instrument panel and along the fuselage side walls running from the instrument housings to where the cockpit floor meets the engine. After priming with Alclad's Grey primer a coat of Aircraft Colors RLM 79 Sandgelb was applied to all surfaces then gradually lightened using Poly-S flat white. All of the knobs and levers were painted their appropriate colours, along with the leather of the seat back then the entire cockpit and side walls were glossed up. Now it's time to create shadows and my favourite method for this is to use some Windsor and Newton's Peat Brown applied locally with a fine brush. Happy with my handiwork I matted it all down then stuck it to the right fuselage.

Forcing the Fuselage

If I said that I attached the fuselage halves together I'd be lying. The more accurate description would be "forced the two halves together". The two don't exactly match and are about a millimetre off. It's definitely not that I fitted them incorrectly as the panel lines match up along both sides. It took a lot of super glue and accelerator to get these two together and I'm sure that if the plane were tapped it would spring apart! Now it's time to see how I get on with the wings.

These are a good fit and only require a bit of super glue to fill a couple of minor gaps. Fitting them to the fuselage is a different story however and this takes a little more effort. There is a very unsightly step along the right side joint along with a half mil. gap. Fortunately the left side isn't as bad and the gap is barely noticeable. After a fair bit of sanding and regrettably obscuring some of the area's detail I was satisfied that it

looked passable. Sticking with the wings I drilled out the machine guns as they are just solid lumps moulded to the lower wing.

On the subject of machine guns I felt the cowling gun openings were a bit shallow so I opened them up a little using a round file. All that was left to do to the exterior was complete the separate sub-assemblies and, after a dip in Future and subsequent masking, attach the canopy.

Finishing the Assembly

The canopy is not that clever a fit and the real disappointment was to find that no matter what I tried the centre piece was not going to fit over the rear part to be displayed in the open position and show off the work that went into the cockpit. The only remaining bit of work left aside from the drop tanks is the landing gear.

To enhance the decently detailed struts I added fuse wire as brake cables attaching them with thin strips of lead foil. I left the ends at the bottom a bit long so they could be secured to the wheel hubs. Now they



A very effective and simple method for fitting ailerons is Lycra thread which should be easily found at any haberdashery. The tricky bit was making the end connectors that if you look close enough I clogged with glue. I'll be more careful next time

will be set aside, along with the rear stabilisers and drop tanks, to be painted separately from the rest of the plane.

Applying the Alclad

First of all the interior colour of the cockpit is sprayed over the canopy

before the Alclad gloss black primer is applied to the entire model (sub-assemblies and all). It is very important to leave the primer for a day at least to dry as touching it any sooner leaves fingerprints. Once dry Alclad polished aluminium is applied in several coats continuously as the



A very striking tableau that shows off the mottling to good effect. Four hours later and I was cross-eyed and knackered



All of the weathering techniques rolled into one photograph. Indian ink to do the filling stains on the drop tanks, peat brown on the panel lines and Xtracolor exhaust airbrushed for residue stains

fast drying time and size of the 1/32nd kit allow for this quick method. Aotake by Xtracolor was sprayed into the wheel wells and inside the wheel bay doors. Then the control surfaces were painted IJA Grey. In order to protect the Alclad from the rigors of weathering with salt I decided to apply a coat of gloss varnish to the model before spraying the IJA Green.

Weathering with Salt

I've found the most effective way of reproducing the effect of chipped paint is to use salt. It's a very simple method where a small amount of water is mixed in with the salt until it reaches a grainy consistency. I like to apply it with a fine brush and on this model I will keep it very subtle as since the plane belongs to the 244th Sentai it will be in pretty good nick. The most heavily treated areas will be the propeller and leading surfaces of the wings.

Now the mottling can be applied and the entire model will be done at once. I've mixed the paint 50/50 with thinner in an effort to keep it from clogging the brush as I've chosen to use Tamiya paint. The compressor has also been turned down to just under 1 bar and this, along with my trusty Aztec kept any overspray to an absolute minimum. Four hours and one very oddly smelling compressor later, the mottling is done. Now the salt is removed using a stiff brush and a lightly dampened chamois to remove any salt water residue. As you will see on the propeller blades where I did not do a sufficient job of this, it

shows up when the varnish is applied.

The Rest of the Paint work

After a day of drying time the next step is to mask off the areas like the leading edges and fuselage markings. The leading edges are sprayed with flat white before the yellow will be applied otherwise the colours underneath will show. As the fuselage stripe looks to be a very dark blue the area is painted flat black first. Once the stripes have dried after the blue is applied the fuselage band is sprayed in the same way as the stripes.

Next is the tail and rear stabilisers which are simply sprayed red to begin with. Once dry the Sentai markings are masked off. This wasn't as difficult as I had envisioned as most of the lines are straight and any small details



A bit of lead foil and some fuse wire make very short work of livening up your undercarriage. A very simple and quick way of adding a lot of realism

can be added with a brush later. First time around it didn't turn out as neatly as I had hoped, as became visible during the first batch of pictures taken after completion. Then the writing is added to the tailplane and wings. This completed signals the finish of the painting stage and the tailplanes are added followed with a coat of gloss varnish.

Weathering

For the panel lines it's back to the trusty peat brown from Windsor and Newton's as I prefer the subtlety it offers as opposed to black. There is plenty to do on this model as it is covered in rivets as well as lines. I apply it locally with a very fine brush and remove any excess with a cotton bud dipped in acrylic thinner the following day. There are a few areas that will receive Indian ink, namely the filling caps on the drop tanks which will hopefully look like fuel stains. I then sprayed Xtracolor exhaust on the fuselage behind the Moskit exhausts and on the area around the wing machine guns. The final touch is to paint chips on the anti-glare surface in front of the cockpit using some Humbrol silver. Satisfied that the plane is complete Matte varnish is sprayed over the entire model which will blend the IJA Green mottling with the aluminium underneath.

Conclusion

I hope I have managed to convey the fact that despite the difficulties I had getting the model together I really enjoyed the project and am very

satisfied with the result. I am a great fan of Japanese aircraft and this plane in particular and I feel its role in the Pacific war has been largely overlooked. For a couple of years it was the best plane in the skies over Asia and even though it was undergunned still posed a potent threat to anything the Allies sent up against it. The 1/32nd Revell kit is no longer available and the only way to find one now is under a table or from a secondhand dealer, but if you find one get it. It is a challenging build but I think you will agree the result is well worth the effort.

Jay Lavery

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- Replic No.2
- The Japanese Army Wing of the Second World War, Burin-do ©1972
- 68 Sentai by Krzysztof Janowicz, Kagero ©2003



One of the pre-production batch of Ki-84s that were evaluated operationally and immediately confirmed the worthiness of Nakajima's new fighter. It is easily identified from the lower and broader fin and rudder, the protruding gun barrels on top of the cowling and the collector exhaust stack in place of the later three-piece unit (R.J. Caruana Archives)



The Nakajima Ki-84 Hayate

by Richard J. Caruana

During the last two years of the Second World War, the Ki-84 was the most important aircraft on the Japanese Army Air Force (JAAF) inventory, both for the numbers in which it was produced and especially for its technical merits. The 'Hayate' (meaning 'Gale') fully lived up to its name; it was endowed with an excellent performance and was equipped with adequate firepower, but above all it was a real pilot's aeroplane. Its manoeuvrability and speed were superior to any Allied fighter that opposed it and was only subdued by the ever-increasing number of fighters that it had to face. Richard J. Caruana describes the Hayate and offers readers a selection of colourful schemes and markings.

Immediately after the attack on Pearl Harbor, the *Koku Hombu* issued specifications to Nakajima Hikoki K.K. for a fighter aircraft with which the JAAF intended to replace the Ki-43 Hayabusa, then still in its initial period of service (SAMI Vol.6/9, September 2000). The Ki-43 was proving to be a successful aircraft, as it began to chalk up an impressive score of victories. Realising that, in

most part, these successes were registered against semi-obsolete aircraft then in use by the Allies, the JAAF displayed a clear intention to retain air superiority in the future, in view of intelligence reports of fighter design developments being undertaken in the United States (US) and Britain.

The specification called for a general-purpose long-range fighter with the manoeuvrability of the Ki-43 coupled with the speed and climb of its

immediate successor, the Ki-44 Shoki that was being readied for combat at that time. Pilot and fuel tanks had to be provided with adequate protection. A maximum speed of 398-420mph was requested, together with a combat radius of 250 miles from its base and an endurance of 1.5 hours. Wing loading was not to be higher than 35lb per square foot. Power was to be supplied by the Nakajima Ha-45 eighteen-cylinder double-row

Page 948 (Top to Bottom):

1. Nakajima Ki-84-I Hayate, 1st Hiko-Sentai, Philippines, 1945. Dark grey-green upper surfaces with light grey undersides. Red/white rudder and red front of cowling; Hinomarus above wing with white outline. See front cover for details of wing markings
2. Nakajima Ki-84-I Hayate, 11th Hiko-Sentai (3rd Chutai), Philippines, late 1944. Dark grey-green upper surfaces and natural metal undersides; yellow spinner and flash on tail, the latter outlined in white. White band around rear fuselage; black anti-dazzle panel. Hinomarus above wings outlined white
3. Nakajima Ki-84-I Hayate, 22nd Hiko-Sentai (HQ Chutai), as captured at Kimpo (Korea) at the end of hostilities. Natural metal overall with brush dappling in dark green (very weathered in places) on all upper surfaces. Brown-red spinner (natural metal front tip) and design on tail in white only; Hinomaru with white outline above wings

4. Nakajima Ki-84-I Hayate, 24 Hiko-Sentai (1st Chutai), Sumatra, 1945. Dark brown-green upper surfaces with light grey undersides. White spinner, rear fuselage band, flash and '91' at base of rudder; black anti-dazzle panel
5. Nakajima Ki-84-I Hayate, 29th Hiko-Sentai HQ Flight (8th Air Division), Taichu, Formosa, summer 1945. Dark grey-green upper surfaces, light grey undersides. White band around rear fuselage; Cobalt Blue tail design extending to an arrowhead just aft of cockpit. Spinner in same blue. Black anti-dazzle panel; two fighter and one bomber 'kills' in yellow under cockpit. Hinomaru above wings with white outline
6. Nakajima Ki-84-I Hayate, 47th Hiko-Sentai (1st Chutai), Narumatsu (Japan), August 1945. Dark grey-green upper surfaces with light grey undersides. Blue fin design and '22' with white drop shadow, and blue spinner; 'home defence' white bands under Hinomarus in all positions. Black anti-dazzle panel



The clean lines of the Ki-84, which attributed considerably to its magnificent performance, are very evident in this photo of a late-production machine. Exterior finish of Japanese aircraft left much to be desired, as can be seen in the flaked paint around the areas of frequent servicing and contact (R.J. Caruana Archives)

air-cooled radial rated at 1,850hp. Armament was to consist of a pair of 12.7mm Type 1 (Ho-103) machine guns above the engine cowlings and a pair of 20mm Ho-5 cannon, one in each wing.

Design of the project was entrusted to Engineer T. Koyama, who began work on the new fighter early in 1942 at Nakajima's Ota plant (Gumma Prefecture). The company had already done a substantial amount of work on the Ki-62, a liquid-cooled powered replacement for the Ki-44. Supply of such engines was slow and it was decided that these should be reserved exclusively for Kawasaki's Ki-61 Hien (SAMI Vol.2/1, January 1996), so work on the Ki-62 came to an end. A considerable part of its design, however, was rescued and utilised in the design of the new fighter, traces of which can be easily recognised in the slim fuselage tapering to a knife-edge at the rear. The new project was given the *Kitai* designation of Ki-84.

Of conventional all-metal construction, the wing was built integrally with the centre fuselage thus doing away with heavy wing attachments. The fuselage consisted of a light alloy, oval cross-section, semi-monocoque structure covered in flush-riveted skin. It was built in three main sections, the first consisting of the engine mount and engine together with oil cooler and intakes for the carburettor and supercharger. These were covered by the cowling through which passed the 12.7mm gun barrels. In between the front and rear firewalls of the centre section was housed the main 47.7 Imp gallon (217 litre) fuel tank, followed by the cockpit which was protected by a 65mm armoured windscreen. A 13mm-thick armour

plate provided head and back protection to the pilot. A water-methanol tank was fitted behind the pilot's seat. The three-part canopy consisted of fixed front windscreen and rear glazed section, and a rear sliding framed hood. The rear fuselage section housed radio and oxygen equipment, and ended in the vertical tail unit, fitted with a rudder of metal construction, the lower part of which was covered in metal while the upper was covered in fabric. This section carried the horizontal stabiliser that was also of metal construction, with fabric-covered movable controls.

As already noted, the wing centre section was built integrally with the centre fuselage section. Of all-metal construction, it was built around one spar and was stressed skinned in light alloy. Fabric-covered ailerons were attached to the outer sections. Hydraulically operated Fowler flaps were fitted inboard of the ailerons, these having a maximum deflection of 35°. The centre section also housed the cannon and its armament, two 40 Imp gallon (173 litre) fuel tanks aft of the wheel wells and auxiliary fuel tanks each with a capacity of 14.7 Imp gallon (67 litre) further outboard. Attachment points under the wings could take either two 550lb (245kg) bombs or an external 44 Imp gallon (200 litre) fuel tank.

Main undercarriage was hydraulically retractable and was completely enclosed. It retracted inboard into the wing centre section and the wheels were fitted with hydraulically operated brakes. The free-castoring tailwheel was also fully retractable and enclosed in the rear fuselage. Armament consisted of a pair of 12.7mm Ho-103 machine guns with 350 rounds

per gun (rpg) in the forward fuselage synchronised to fire through the propeller arc. Two 20mm Ho-5 cannon with 50 rpg were fitted into the wings outboard of the undercarriage.

The Ha-45 engine that was to power the Ki-84 was the JAAF's version of the Japanese Naval Air Force (JNAF) NK9A Homare. It was designated Army Type 4 Model 11 or 12 (Nakajima Ha-45-11 and Ha-45-12 respectively) rated at 1,800hp at 2,900 revolutions per minute (rpm) on take off, 1,650hp at 6,560ft (2,000m) and 1,460hp at 18,700ft (5,700m). Late production models were fitted with the Ha-45-21 that produced 1,990hp at 3,000rpm on take off and 1,695 hp at 20,000ft (6,100m).

Construction of the prototypes proceeded swiftly with the first being completed by March 1943. It flew for the first time the following month at Ojima airfield, while the second prototype was airborne in June. As other test aircraft emerged, they were assigned to the JAAF at Tachikawa Air Arsenal where they were flown by highly experienced combat pilots. All concurred that the Ki-84 possessed excellent qualities and were enthusiastic in their appraisal of the new fighter. A number of suggested modifications were embodied into the fourth prototype which, during a test flight by Lt Funabashi, recorded a maximum speed of 394mph (630km/h) at 21,800ft (6,400m). An impressive diving speed of 496mph (793km/h) was also achieved.

Development of the Hayate

This series of tests proceeded so smoothly that a batch of 83 pre-production machines was ordered

Page 95 | (Top to Bottom):

1. Nakajima Ki-84-I Hayate, 52nd Hiko-Sentai (3rd Chutai), Philippines, 1945. Dark grey-green uppersurfaces with natural metal undersides; yellow spinner and design on fin. Note flaked paint at rear of fuselage
2. Nakajima Ki-84 Hayate, flown by Cpl Takano, 57Shimbu-Tai, Shimodate (Japan), May 1945. Very dark brown-green (some sources claim this to be black) uppersurfaces with light grey undersides; red/white design along fuselage. Red spinner and white Kangi characters on rear fuselage reading 'hitt-chin' meaning 'be sure to sink'
3. Nakajima Ki-84-I Hayate, 57Shinbu-Tai (2nd Sentai Leader aircraft), Shimodate (Japan) May 1945. Dark brown-green uppersurfaces with light grey undersides. Red flash on fuselage with white outline; grey-green spinner. Hinomaru above wing red only

4. Nakajima Ki-84-I Hayate, 58th Shimbu-Tai, summer 1944. Dark grey-green uppersurfaces and light grey undersides. White tail design; Hinomaru above wings outlined in white
5. Nakajima Ki-84-I Hayate, 71st Hiko-Sentai, Japan, 1945. Dark grey-green uppersurfaces with light grey undersides. Red tail design thinly outlined in white; red spinner. Hinomaru over white 'home defence' bands in all positions
6. Nakajima Ki-84-I Hayate, 73rd Hiko-Sentai (1st Chutai), Philippines, late 1944. Natural metal overall with dark green mottling on all uppersurfaces. White fin stripes; black anti-dazzle panel. '61' in black at base of rudder; Hinomaru above wings outlined in white

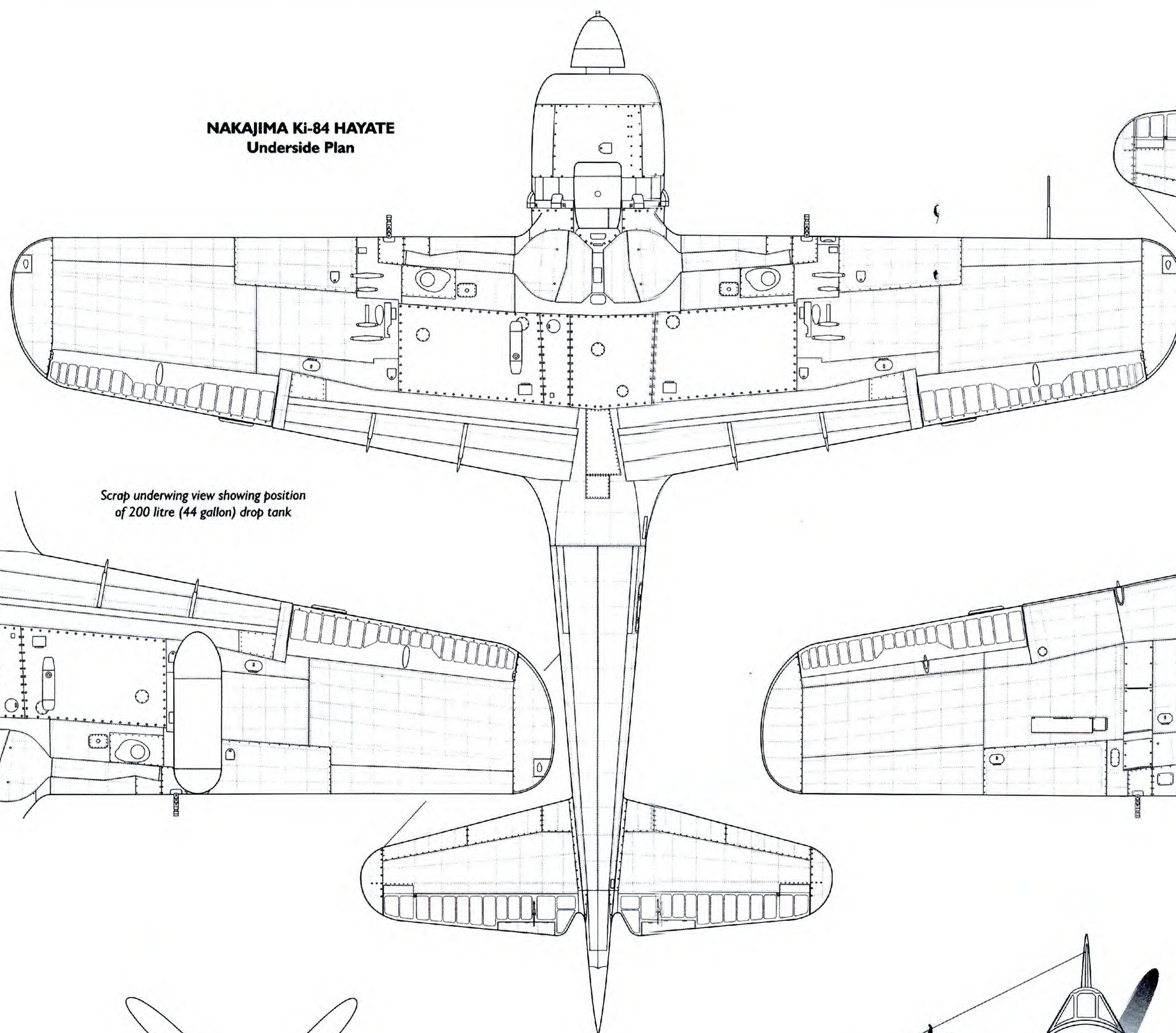
Nakajima Ki-84

1/48th Scale Plans

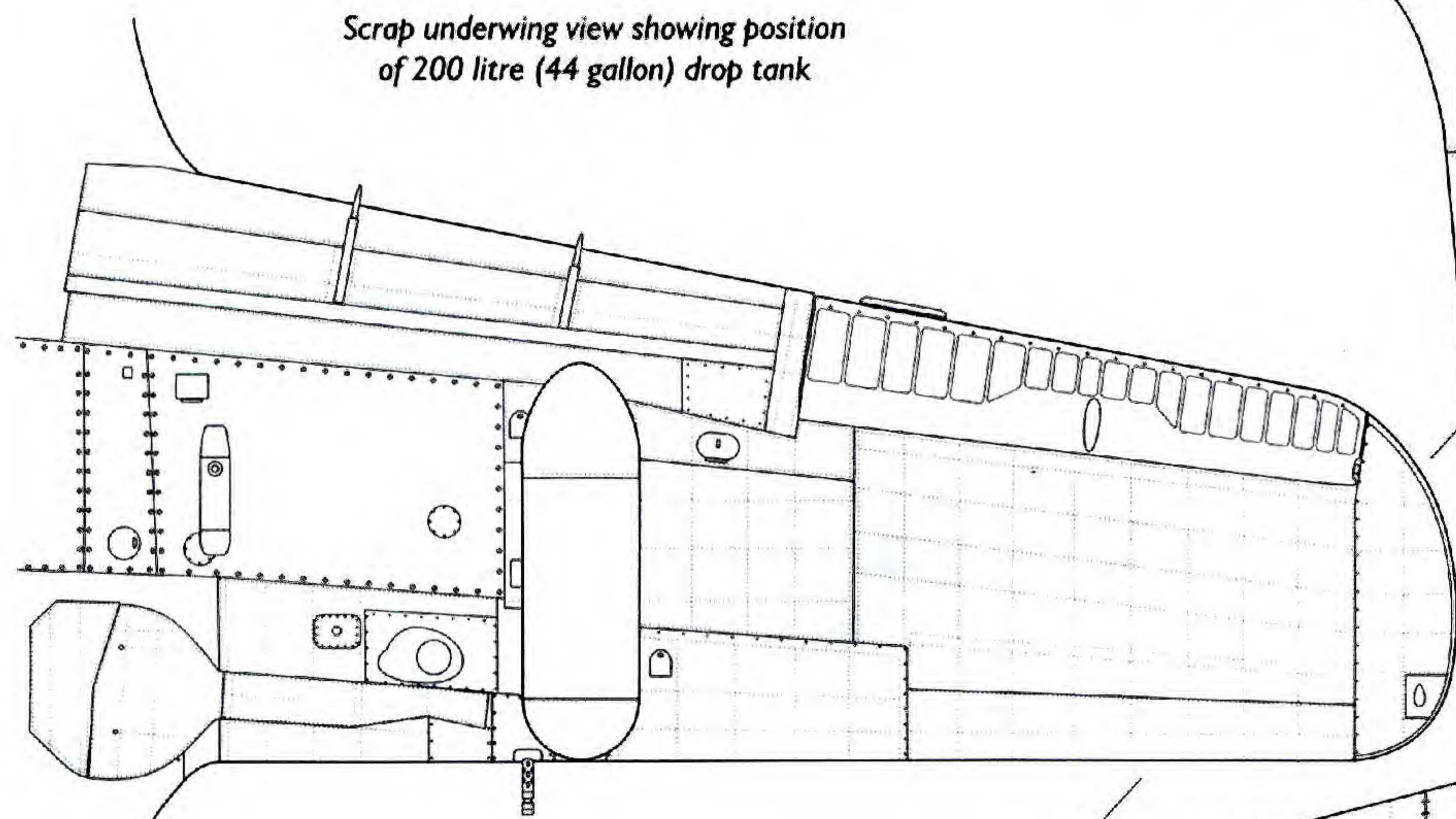
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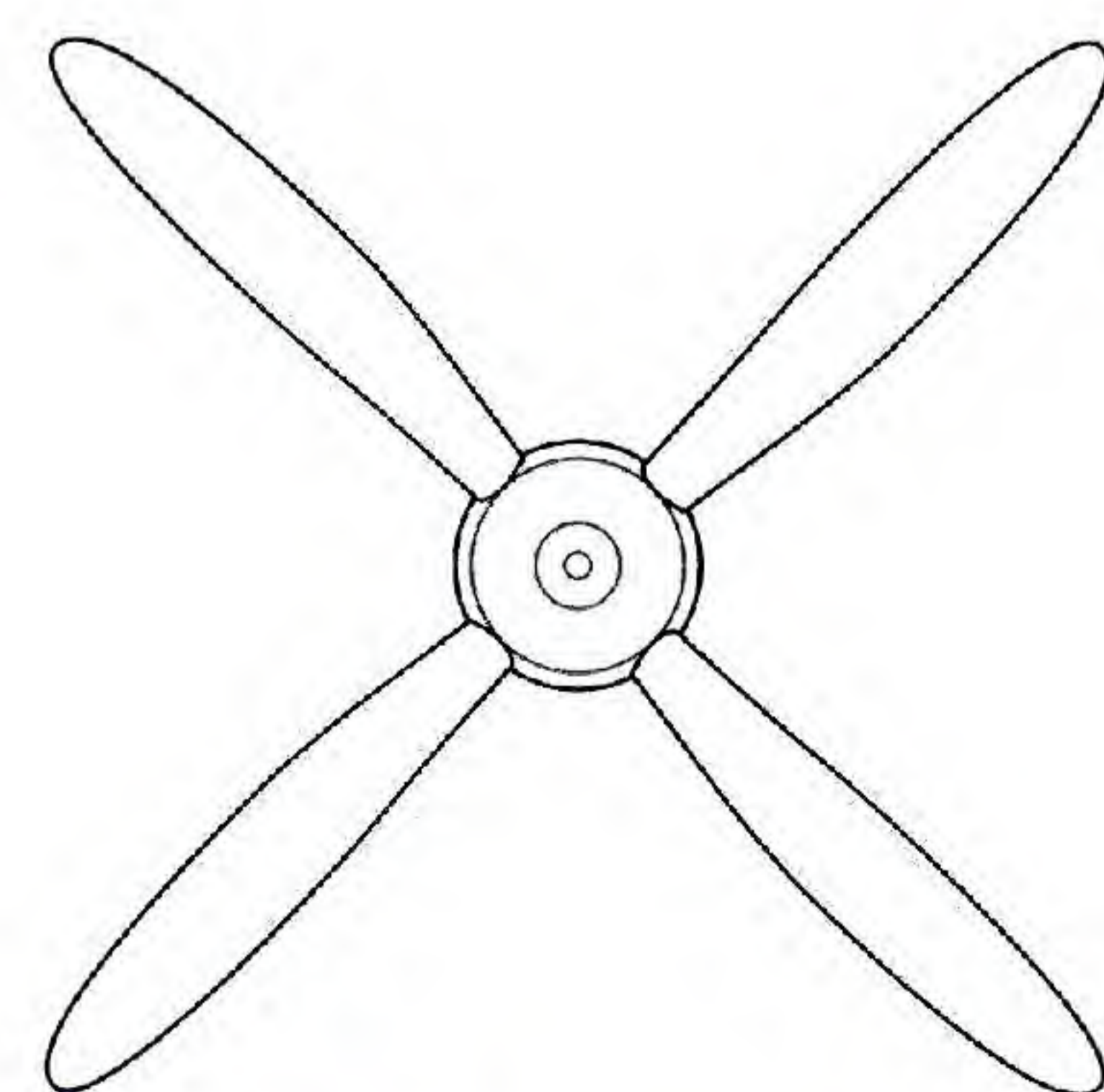
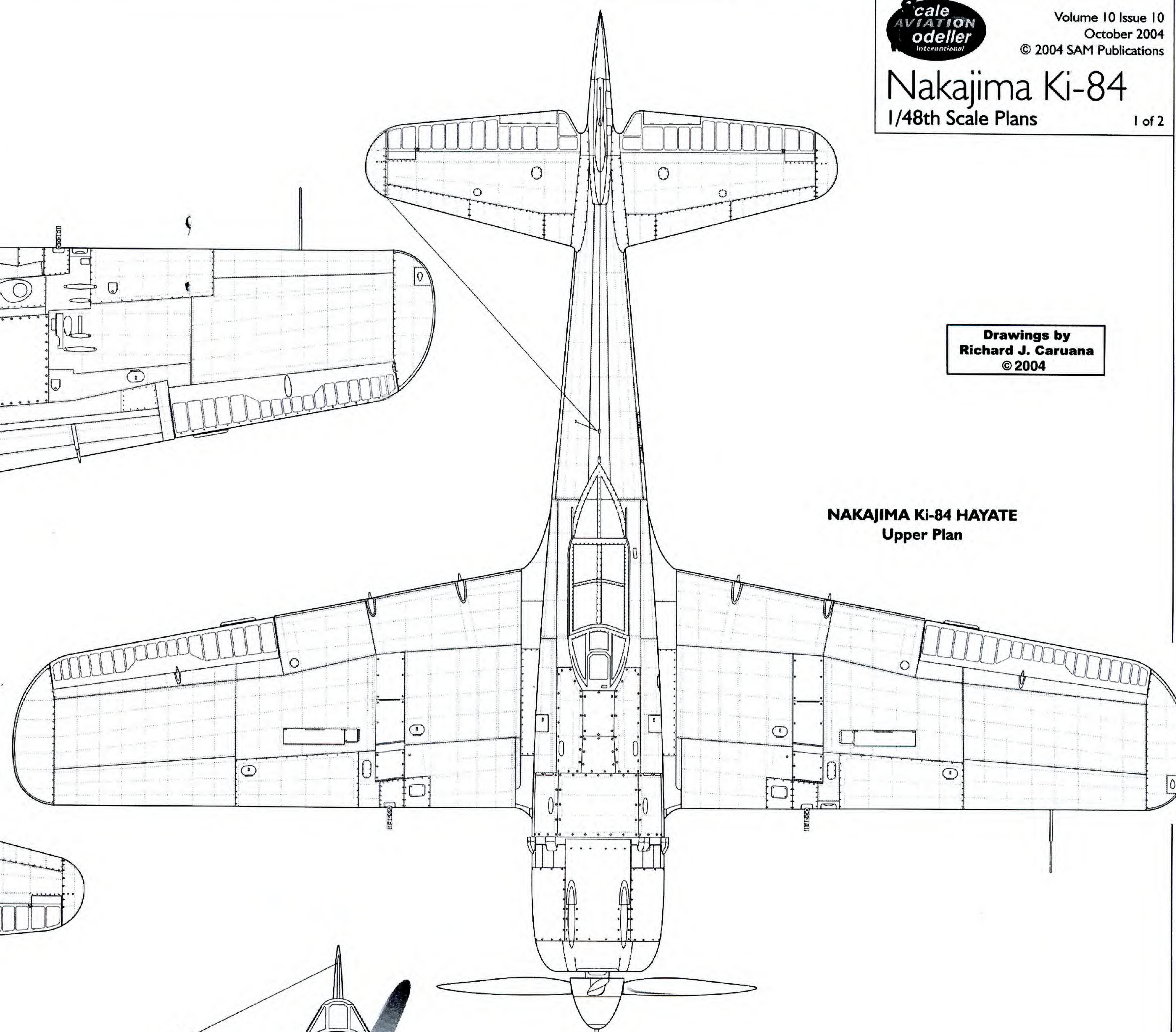
NAKAJIMA Ki-84 HAYATE
Underside Plan



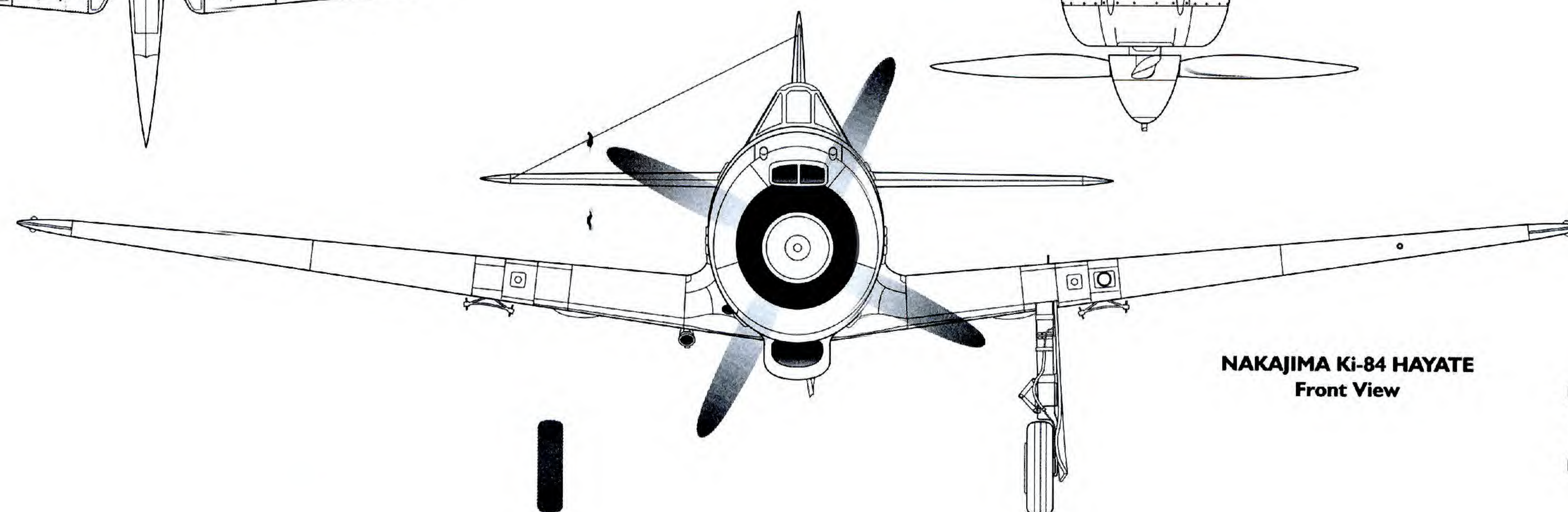
Scrap underwing view showing position
of 200 litre (44 gallon) drop tank



NAKAJIMA Ki-84 HAYATE
Upper Plan

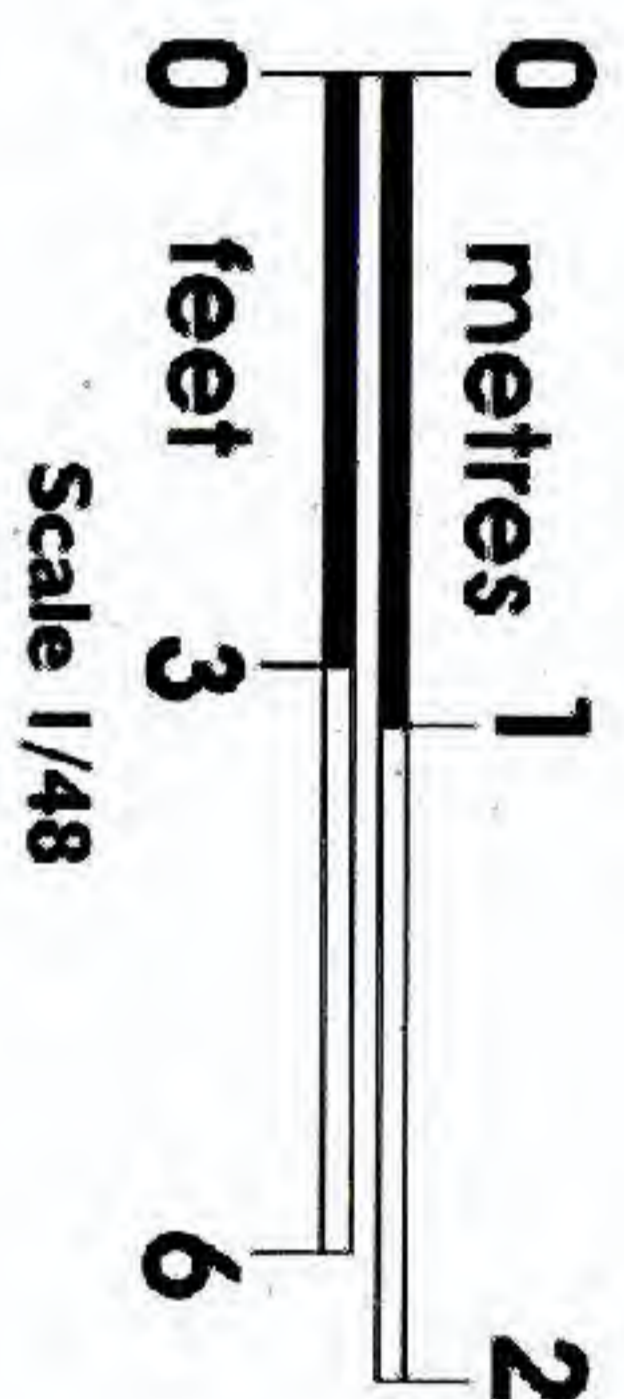


Pe-32 electrically operated constant
speed propeller



NAKAJIMA Ki-84 HAYATE
Front View

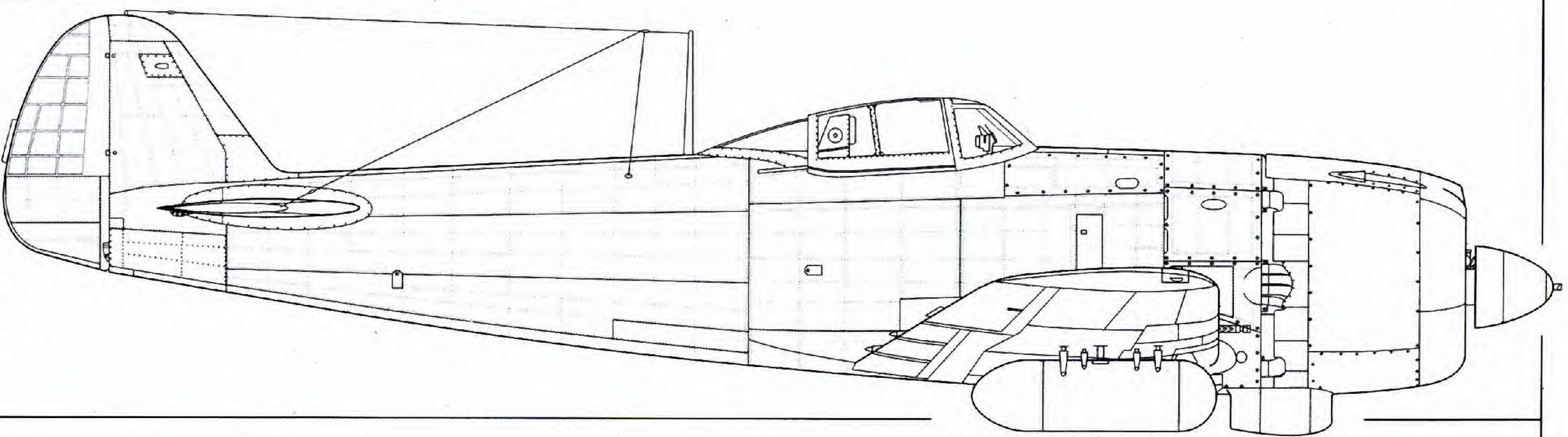
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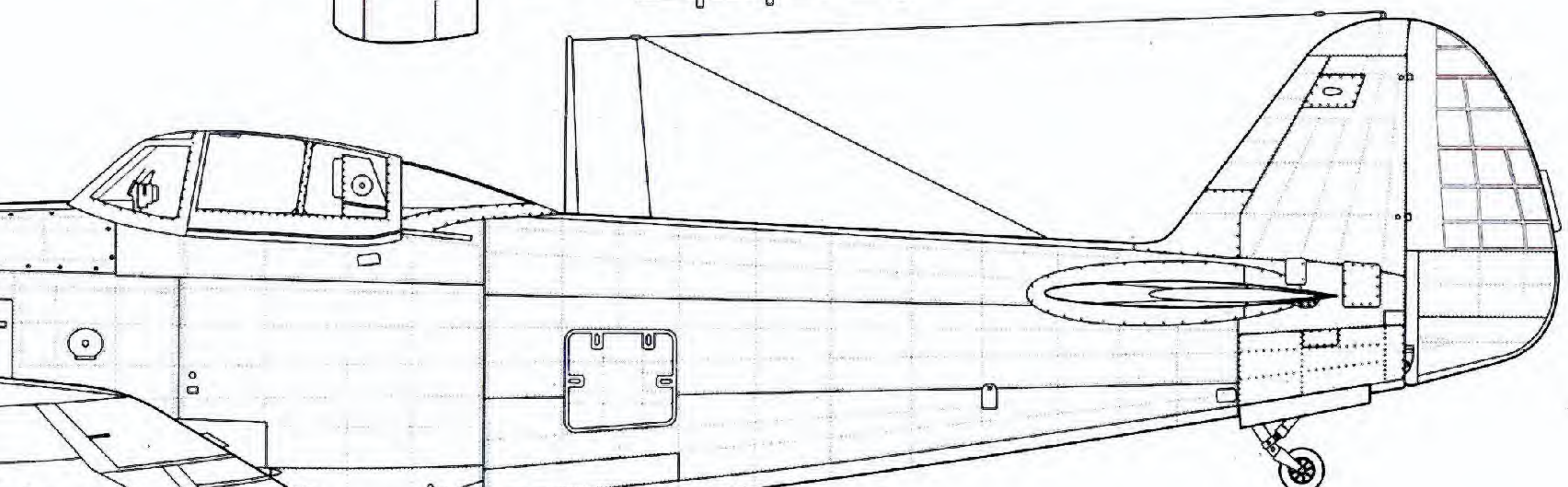
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**NAKAJIMA
Ki-84 HAYATE
Port Profile**

*Standard production
model. Note revised
vertical tail shape*

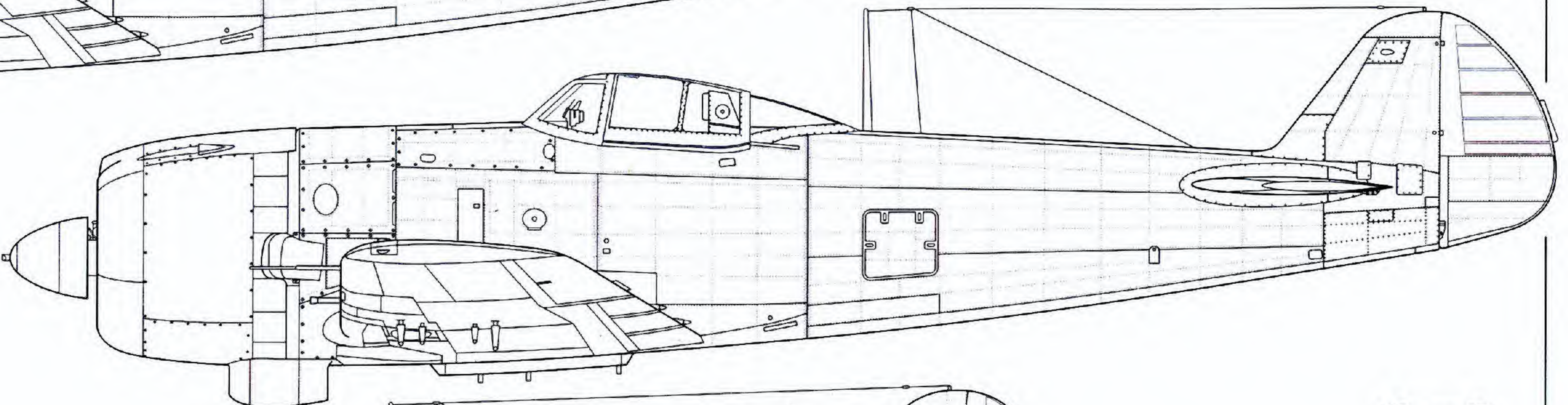


**NAKAJIMA
Ki-84 HAYATE
Starboard Profile**

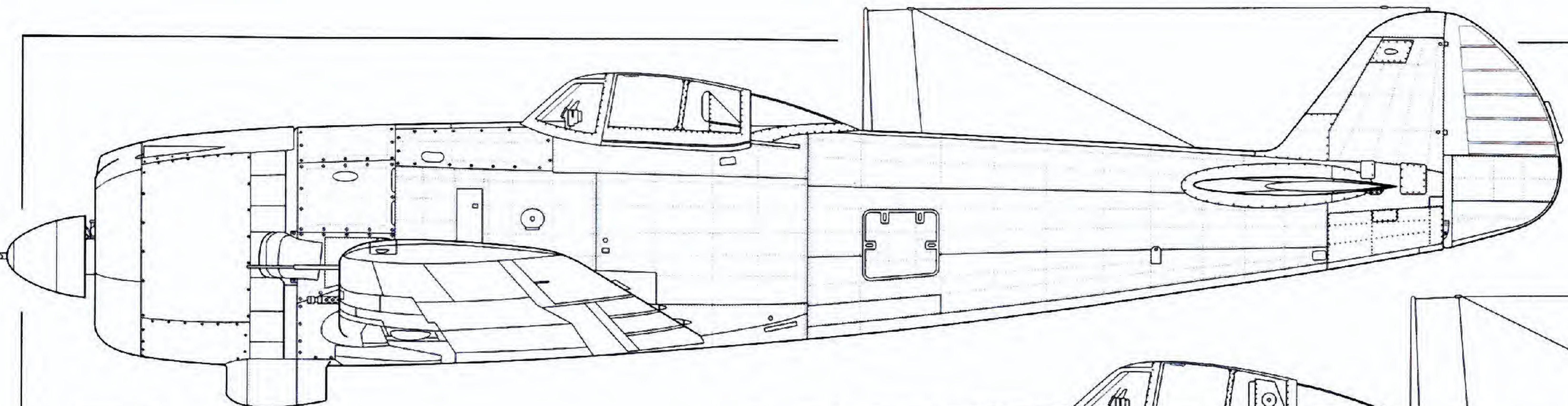


**NAKAJIMA
Ki-84 HAYATE
Port Profile**

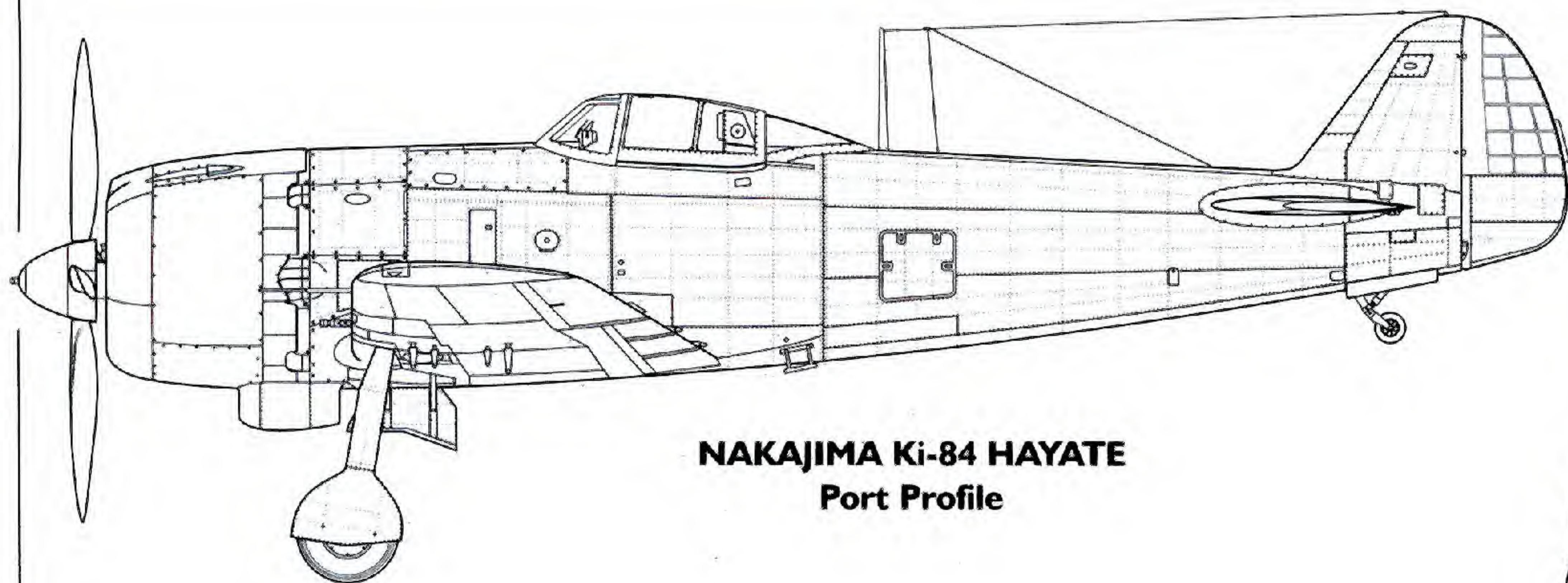
*Late pre-production
series aircraft*



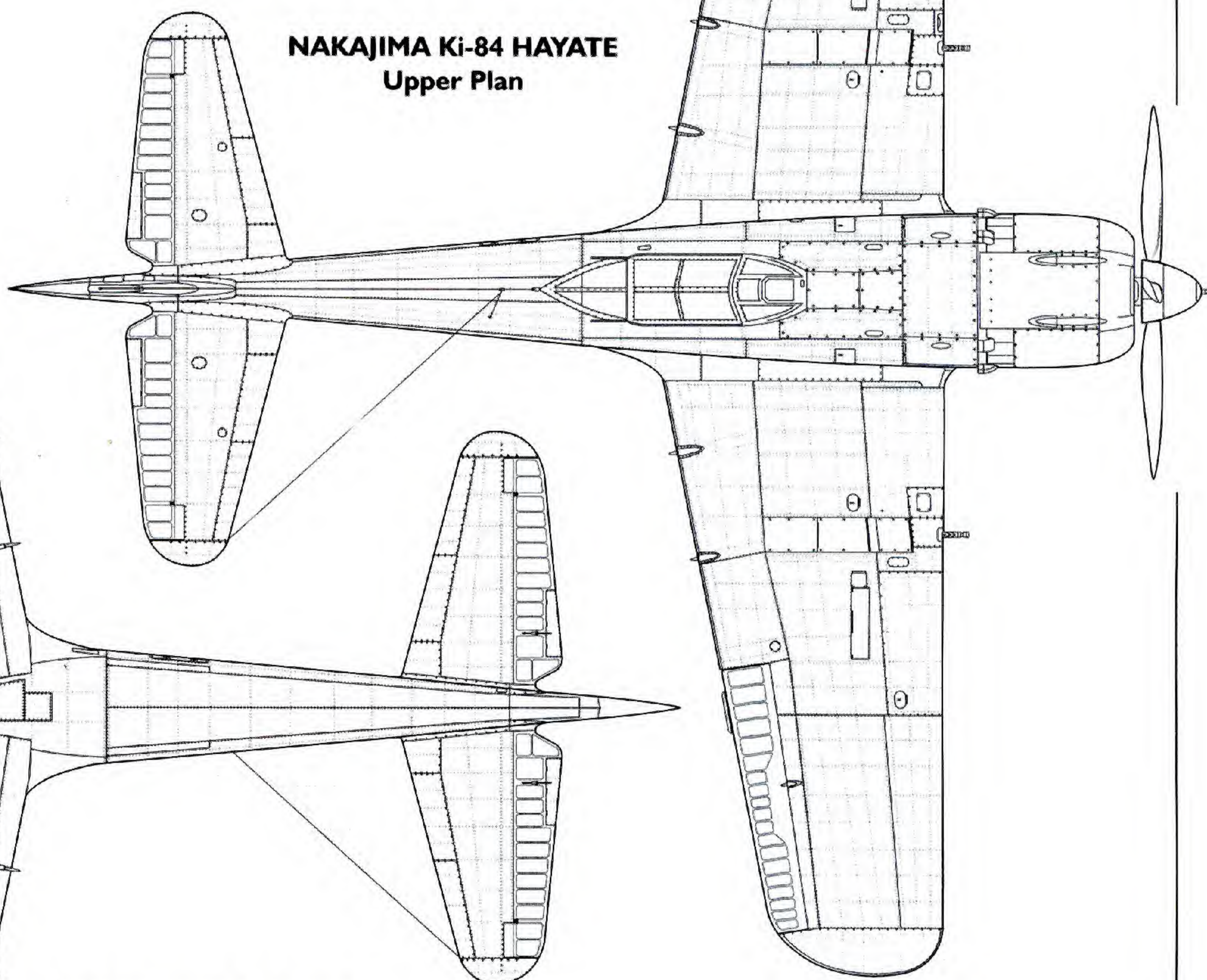
**NAKAJIMA
Ki-84 HAYATE
Port Profile**
*Early pre-production
series aircraft*



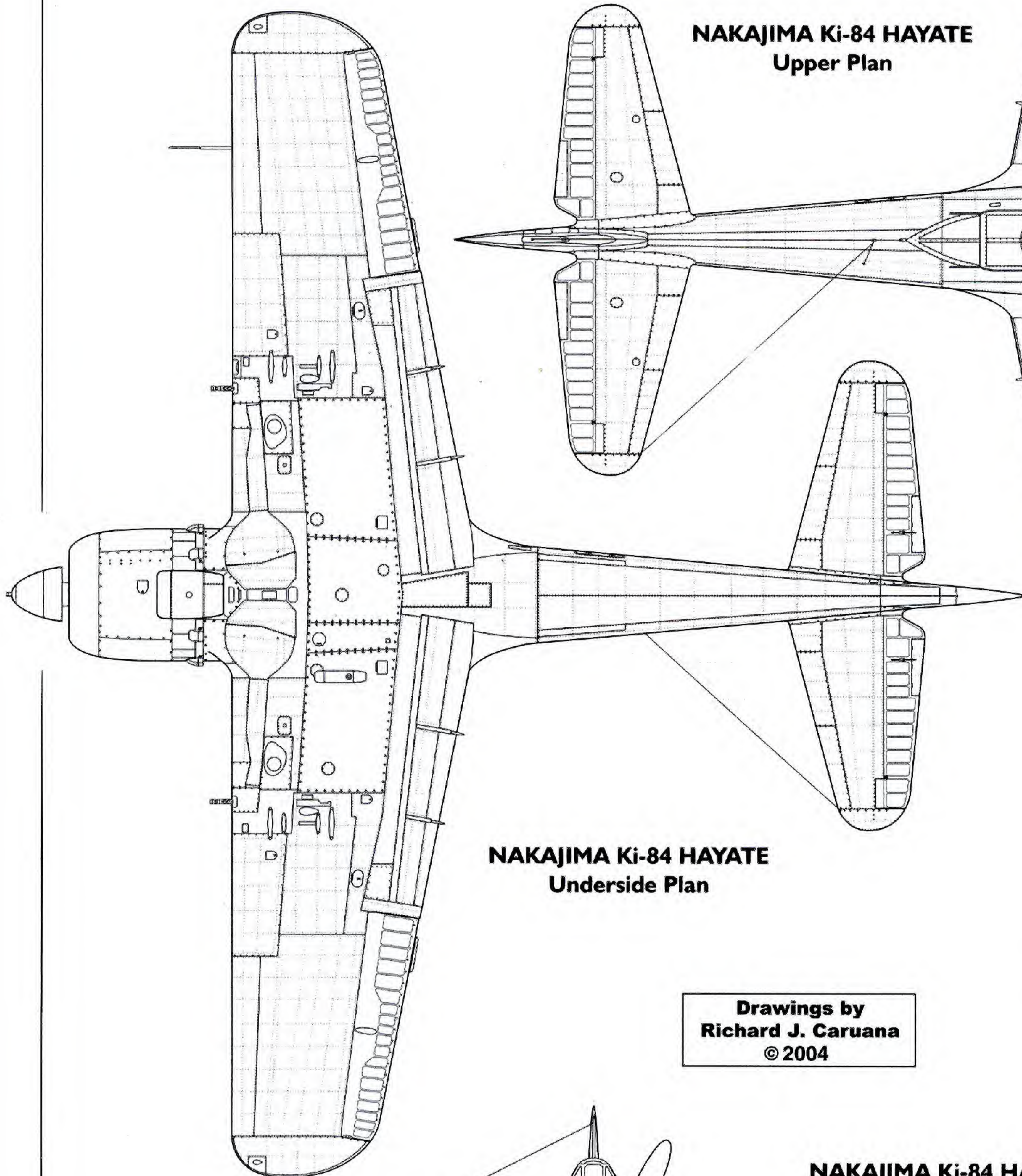
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NAKAJIMA Ki-84 HAYATE
Port Profile



NAKAJIMA Ki-84 HAYATE
Upper Plan

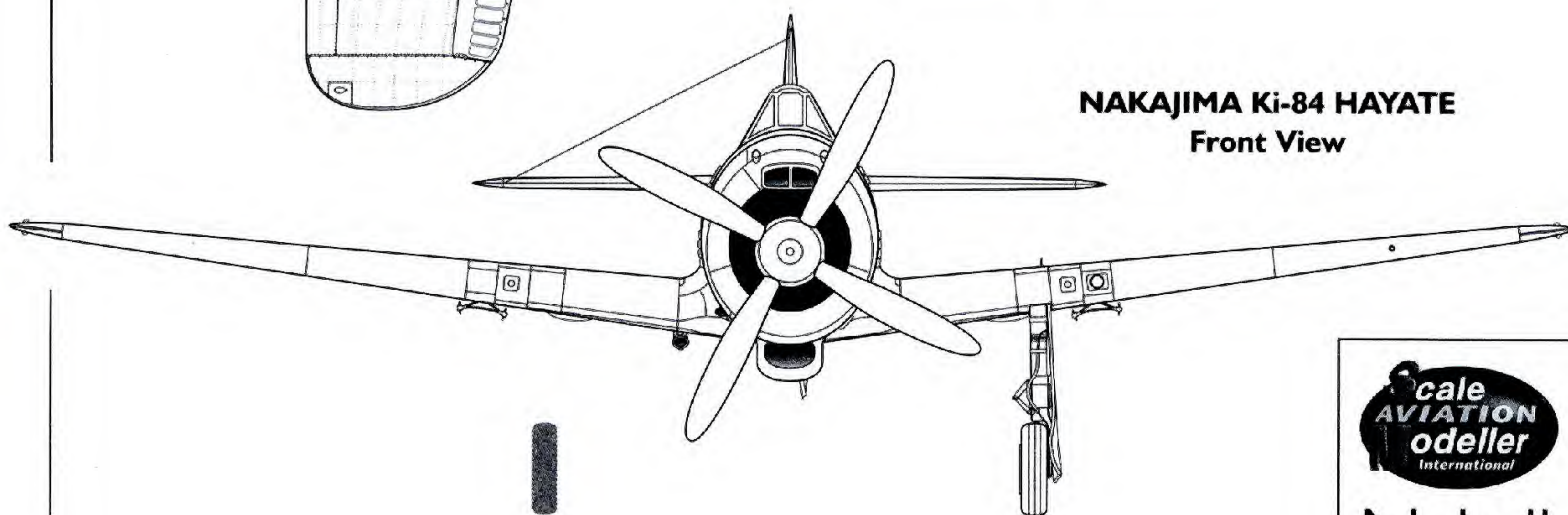


NAKAJIMA Ki-84 HAYATE
Underside Plan

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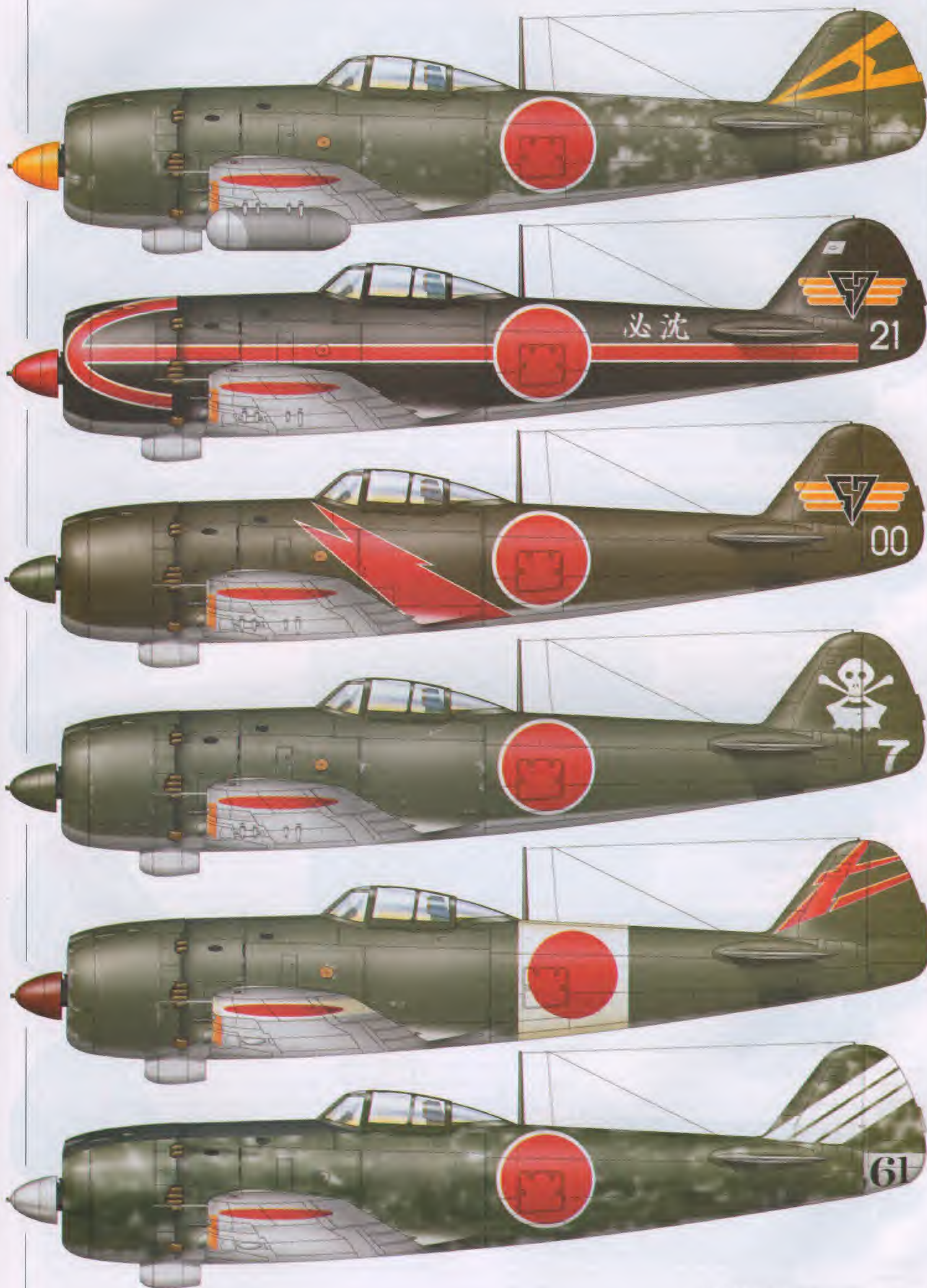
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Scale 1/72

NAKAJIMA Ki-84 HAYATE
Front View



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Nakajima Ki-84
1/48 & 1/72 Scale Plans







A Ki-84 Hayate in natural metal finish with others in different schemes in the background. This particular aircraft carries the tail markings of the 104th Hoki-Sentai which was formed in November 1944 as a home defence unit (USAF)

in August of 1943, with delivery to be completed by March of the following year. Most of these aircraft differed in detail as modifications continued to be introduced as their construction progressed. The most important details, which were eventually standardised on production machines, included a complete revision of the design of the vertical tail surfaces to compensate for engine torque.

Progress on the development of the Homare power plant did not go as smoothly as expected, and the first engines were not available for installation until August 1943. It was only towards the end of that year that some progress in its production had been achieved. Even so, only 66 units had been delivered before the end of 1943 and full production only got under way at Nakajima's Musashi factory in April 1944, when the targeted 100 units per month had been reached. Construction of the pre-production aircraft had begun at the Ota factory in August 1943 and by September of the following year the Ki-84 had completely supplanted the Ki-43 on the production lines.

Meanwhile, a second pre-production batch of 42 machines was ordered for further service trials, these being built in parallel to the first true production model of the Hayate, officially designated Army Type 4 Model 1A (Ki-84-1a), the first of which began to appear in April 1944. They differed little from the original batch except in having individual exhaust stacks that provided some additional thrust resulting in an increase of some 10mph (16km/h). Wing racks were also fitted to take either a 44 Imp gallon (200 litre) drop tank or a 550lb (300kg) bomb. Some of these second pre-production aircraft were also flown with wings of increased span intended for development

projects, such as the Ki-84N and Ki-84P.

The JAAF fully appreciated the qualities of Nakajima's new fighter and orders for the Ki-84 flowed continuously. With the company's Ota plant already fully committed, further production of the Ki-84 began in May 1944 at Utsunomija (Tochigi



Main instrument panel of the Ki-84 Hayate

Prefecture) and at Mansyu Hikoki K.K. in Manchuria in the spring of the following year. Throughout its production period, the Hayate changed little in external appearance, and the Army Type 4 Model 1A was followed by the Model 1B where the machine guns on the fuselage top decking were replaced by a pair of 20mm Ho-5

cannon. The small number of Model 1Cs produced had a similar pair of cannon in the fuselage while 30mm Ho-105 cannon were fitted into the wings.

In an attempt to economise on use of strategic materials, a prototype of the Type 4 Model 2 (Ki-84-II) was built with a wooden rear fuselage

and redesigned wooden wingtips, with woodwork being undertaken at a shadow factory at Tanuma. Tests proved the aircraft successful in most ways, except that the extensive use of wood pushed up the total weight well beyond projected limits, and further development was abandoned.

Nakajima had also projected a version of the Ki-84 fitted with a turbo-supercharged 2,000hp Ha-45 engine, under the designation of Ki-84-III. Intended as a high-altitude interceptor to counter the Boeing B-29, it never materialised.

In an effort to increase Ki-84 production, plans had been laid for this aircraft to be built by Tachikawa Hikoki K.K. Instead, Engineers Shinagawa and Nakagawa undertook a complete redesign to build the Ki-84 completely out of wood under the designation of Ki-106. Construction of three prototypes of this version was entrusted to Ohji Koku at Ebetsu. The first of these, powered by a Ha-45-21, flew in July 1945, and like the Ki-85-II before it the aircraft lost on performance due to the increase in weight. Problems with wing skinning ripping off nearly cost the loss of this aircraft, which carried the standard armament of four 20mm cannon. The second prototype flew for the first time on 13 August 1945, its weight being reduced through the elimination of the fuselage-mounted cannon. Japan's surrender soon afterwards brought all development of the Ki-106 to an end.

Page 952 (Top to Bottom):

1. Nakajima Ki-84-I Hayate, 85th Hiko-Sentai (3rd Chutai), Korea, 1944-45. Dark grey-green uppersurfaces with light grey undersides. Yellow tail markings outlined in white and yellow spinner; black anti-dazzle panel. Hinomaru above wings with white outline
2. Nakajima Ki-84-I Hayate, 102nd Hiko-Sentai (2nd Chutai), Okinawa, 1944. Dark grey-green uppersurfaces with light grey undersides; brown-red spinner. Yellow arrow and red circle design on fin/rudder; black anti-dazzle panel and white band around rear fuselage. Hinomaru above wings with white outline
3. Nakajima Ki-84-I Hayate, 104th Hiko-Sentai, Manchuria, 1945. Natural metal overall with black anti-dazzle panel; green spinner and red design on tail; Hinomaru plain red in all positions

4. Nakajima Ki-84-I Hayate, flown by 1st Lt Iwamoto, leader of 182nd Shinbu-Tai, Tatebayashi (Japan), summer 1945. Dark brown-green uppersurfaces and light grey undersides; light grey-green spinner. Red and white design on tail (some sources claim it to be red and yellow) and yellow flash along front fuselage; black anti-dazzle panel. Hinomaru red only above wings. Note absence of wing armament
5. Nakajima Ki-83-I Hayate, 520 Temporary Interception Regiment, Nakatsu (Japan), spring 1945. Dark grey-green uppersurfaces with light grey undersides; red spinner, red/white tail design. White '16' on nose and on base of rudder; 'home defence' white backing to Hinomarus in all positions
6. Nakajima Ki-84 Hayate, Akeno Flying School (Instructor's Chutai), Japan, 1945. Natural metal overall with dark green mottling on all uppersurfaces; dark grey-green spinner. Black anti-dazzle panel; red '32' on fin outlined in white. Note yellow fuselage band partially overpainted in dark green



A gaggle of 'Franks' taxi out for another mission. These Ki-84s belong to the 52nd Hoki-Sentai as evidenced by the arrowhead design on their fins (R.J. Caruana Archives)

In Service

By March 1944, the experimental unit that had been testing the Ki-84 pre-production aircraft was disbanded. Its experienced personnel were transferred to the 22nd *Sentai* where they received standard production aircraft. The unit moved to China where it had its first combat experience against the USAAF's 14th Air Force in August 1944. In the hands of an experienced pilot, the Ki-84 soon proved to be an excellent fighting machine. Unlike its predecessors, it possessed a formidable armament, armour protection and, above all, an exceptional performance. It was truly a match for the P-51D and P-47D while most other Allied fighters were at a severe disadvantage.

By late summer of 1945, the Hayate began to

appear in ever increasing numbers, the Allied Technical Air Intelligence Unit (ATAIU) bestowing upon it the code-name 'Frank'. As General MacArthur returned to the Philippines, the JAAF shifted its attention there by transferring the 22nd *Sentai* that was later joined by the 1st, 11th, 21st, 51st, 52nd, 55th, 200th and 246th *Sentais*. Though the Hayate left no doubt as to its combat capabilities, its presence began to dwindle due to lack of supplies and proper maintenance, apart from increasing combat losses when faced by massive US forces in the battles at Leyte.

The 101st, 102nd and 103rd *Sentais*, all equipped with Ki-84s, participated in the battle for Okinawa. On 15 April 1945, Ki-84s from the 100th *Sentai* performed a surprise attack on Okinawa airfield destroying a considerable number of aircraft on the ground and severely

Towards the middle of 1945, production standards had fallen considerably and so did the performance of the Ki-84, especially at high altitudes in its efforts to counter the B-29 on home territory. The 10th Division of the JAAF became responsible for the defence of Tokyo. Those units employed in home defence included the 47th, 73rd, 111th, 112nd and 246th *Sentais*. Of these, the 111st *Sentai* had been formed in July 1945 with a mix of Ki-84s and Ki-100s as most of the production aircraft were being assigned to make up for attrition within existing units rather than used for the formation of new ones.

Some discrepancies exist regarding the exact number of Hayates produced. Apart from the two prototypes, the first pre-production trials aircraft of 83 examples delivered between August 1943 and March 1944 and the second batch of 42, delivered between March and June 1944, most records concur that production totalled 3,382 aircraft. To these one has to add 94 Ki-84s built by Mansyu Hikoki. Ministry of Munitions records show the grand total as 3,577, of which 3,470 aircraft had been actually delivered to the JAAF.

This makes the Hayate the most numerically important aircraft on the JAAF's inventory towards the end of the war in the Pacific. Though designed with an emphasis on ease of production, needing 56 percent less tooling than the Ki-43 and Ki-44, the Hayate suffered from problems associated with the long and troublesome gestation of the Ha-45 engine. As the war progressed and skilled labour was drafted for military service Nakajima was also ordered to find ways of accelerating production. This led to deteriorating standards that in most part led to the Ki-84's high attrition rate. Moreover, serious damage had been wrought by B-29s on Nakajima's Ota plant on 19 February 1945 where some 74 examples were destroyed on the production line and work disrupted for a considerable period of time. After further attacks production facilities had to be dispersed, resulting in a further drop in quality and quantity.

Notwithstanding all these disadvantages, the Ki-84 was never totally outclassed by its opponents. As the full force of the Allies was concentrated on the final defeat of Japan, JAAF units, and those equipped with the Ki-84 in particular, found themselves outnumbered. Defeat was a foregone conclusion at that stage, with the bombings of Hiroshima and Nagasaki bringing the curtain down on the Hayate's career.

Richard J. Caruana

The Nakajima Ki-84 Hayate

damaging installations there. The price, however, was quite high as eight of the eleven attackers were shot down.

Versatility was the keyword of the Ki-84, as it could perform interception and long-range penetration missions, fighter sweeps and dive-bombing. It could climb to 16,400ft (5,000m) in just under six minutes and it was practically untouchable at medium altitude. Its external resemblance to the Ki-43, especially at a distance, fooled many an Allied pilot into thinking that he was engaging an easy prey only to find out, probably too late, that it was a completely different aircraft.



Note: Nakajima Ki-84 Hayate

It has been announced by Hasegawa that they intend to produce an all-new 1/32nd scale kit of the Ki-84 Hayate (#08074) and that this kit will be out sometime in the November 2004 to February 2005 period. As we go to press this is the only information available, although going by their other recent kits in this scale, we suspect that the UK retail price will be around the £25-30 mark.

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Last of the Gunfighters

The Hasegawa 1/48th scale kit with Aires resin and Eduard etched detail sets

by Steve A. Evans

The last fighter to be designed by the Chance Vought Company, before disappearing into the Ling-Temco-Vought conglomerate, was also one of the first generation of supersonic fighters. One of eight designs submitted to the U.S. Navy for a requirement for a new supersonic air superiority fighter, the Vought aircraft proved to be a winner and two prototypes were built. The Vought design team, in trying to get this 'hot' aircraft to have at least a workable landing speed, took the unusual step of fitting a variable incidence main wing unit, greatly assisting the pilot's view at take-off and more importantly, landing, a feature not used on a production aircraft, either before, or since.

First flight for the new XF-8A was on March the 25th. 1955. A production contract swiftly followed and a whole family of aircraft was born, a long list of variants

culminating in the last, new built, U.S. Navy version, the E. This version had wing hard points for up to 5,000lbs of munitions (including the newly operational Bullpup missile) as well as improved systems, including the new APQ-94 search and fire control radar which necessitated a new, larger radome.



286 of this variant were produced for the Navy with another forty-two being supplied to the French Navy under the designation F-8E(FN).

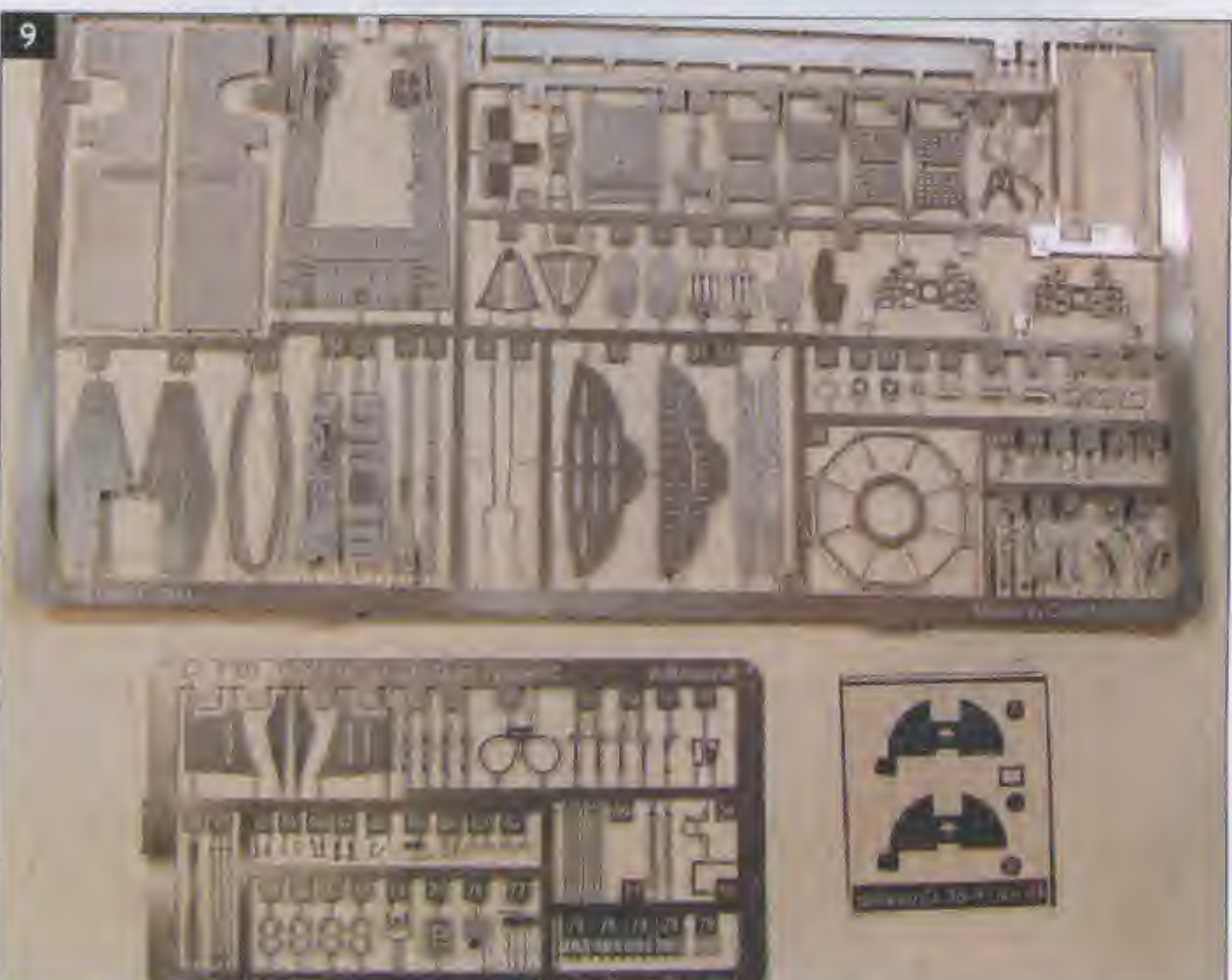
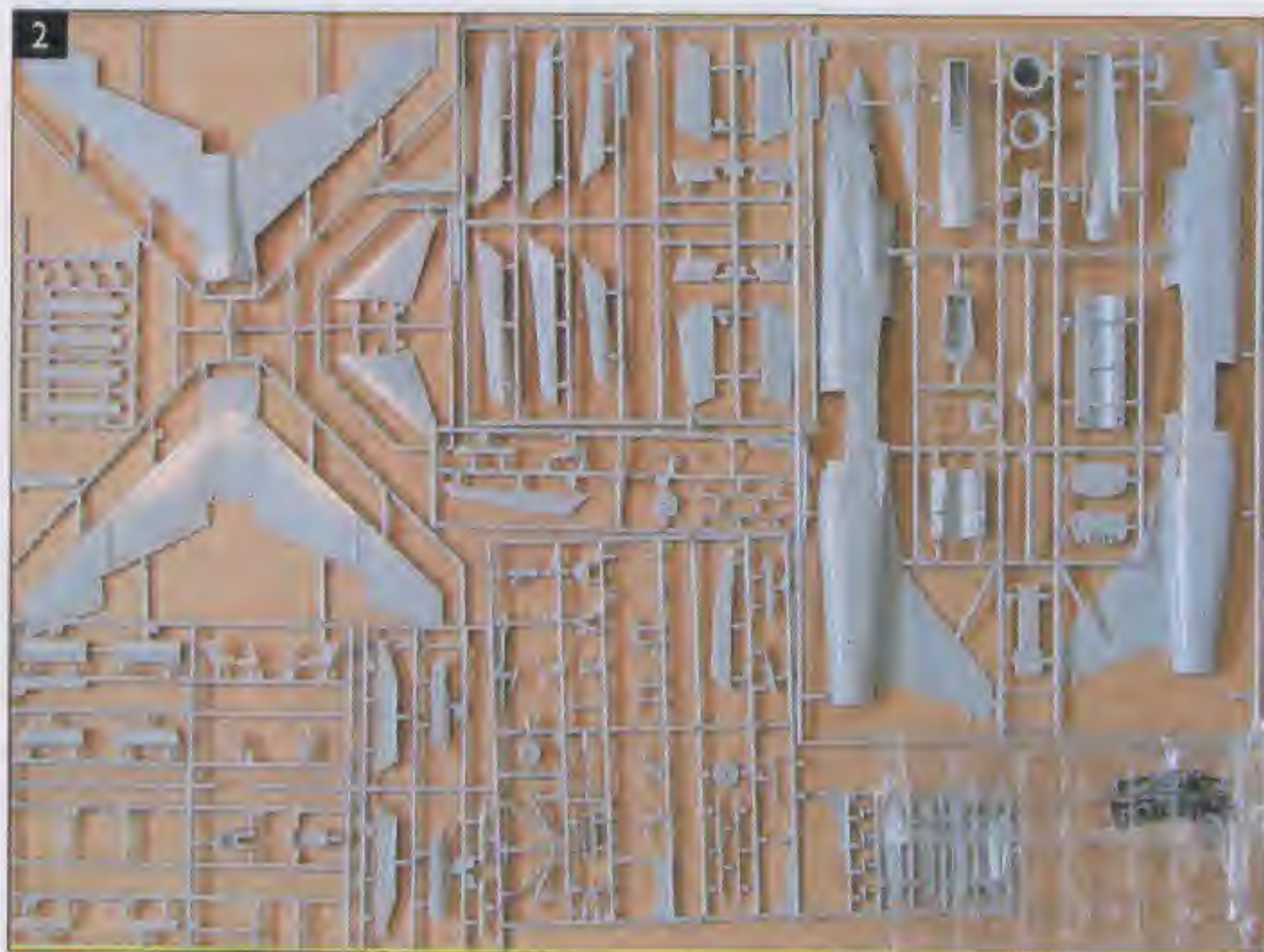
However, LTV was not finished with this design and during the late sixties the whole of the Navy fleet of F-8's was reworked into new versions with increased airframe life and improved systems. Many of these aircraft would continue to see service after being retired from Naval and Marine use, by being sold on the open market.

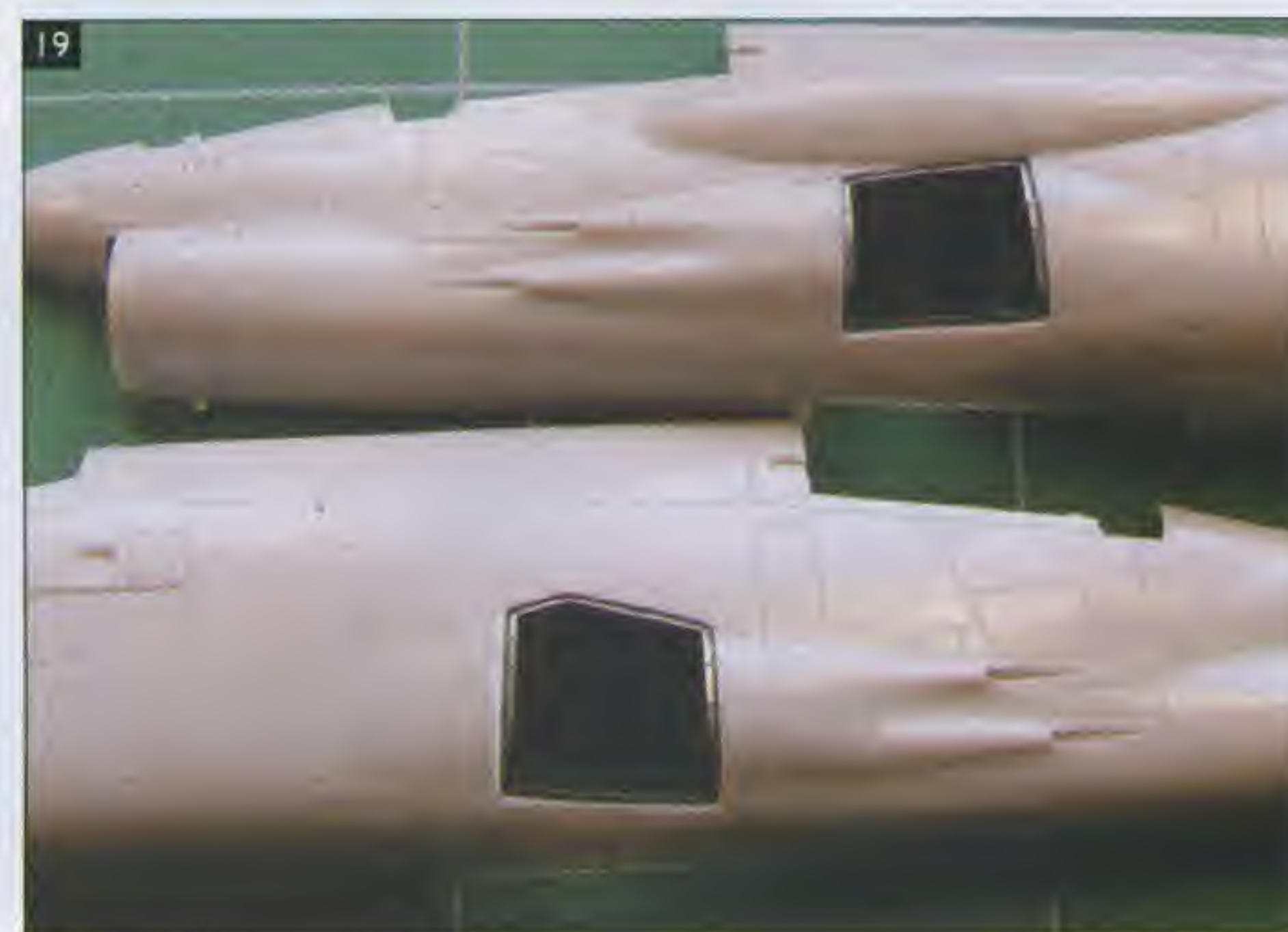
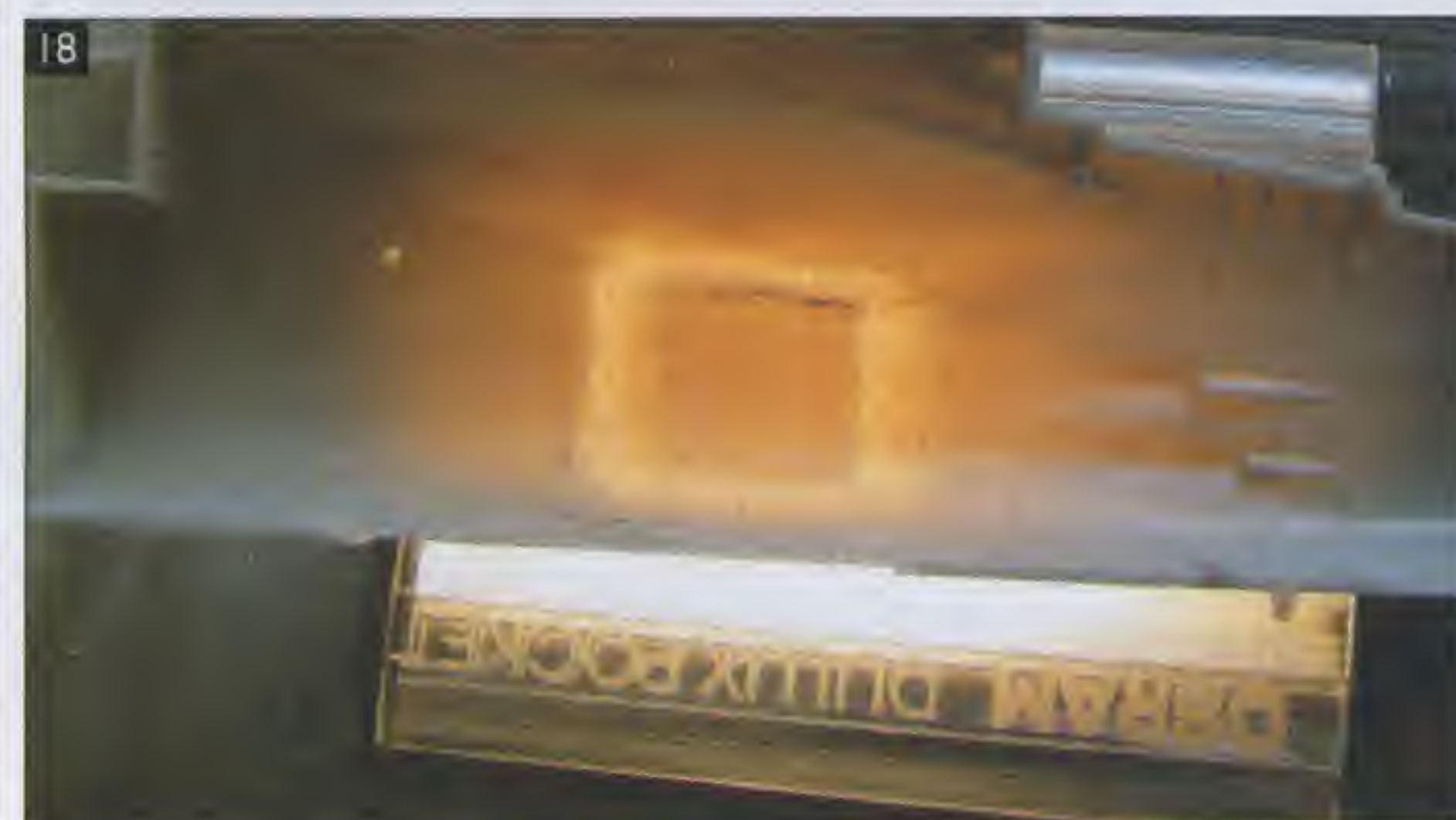
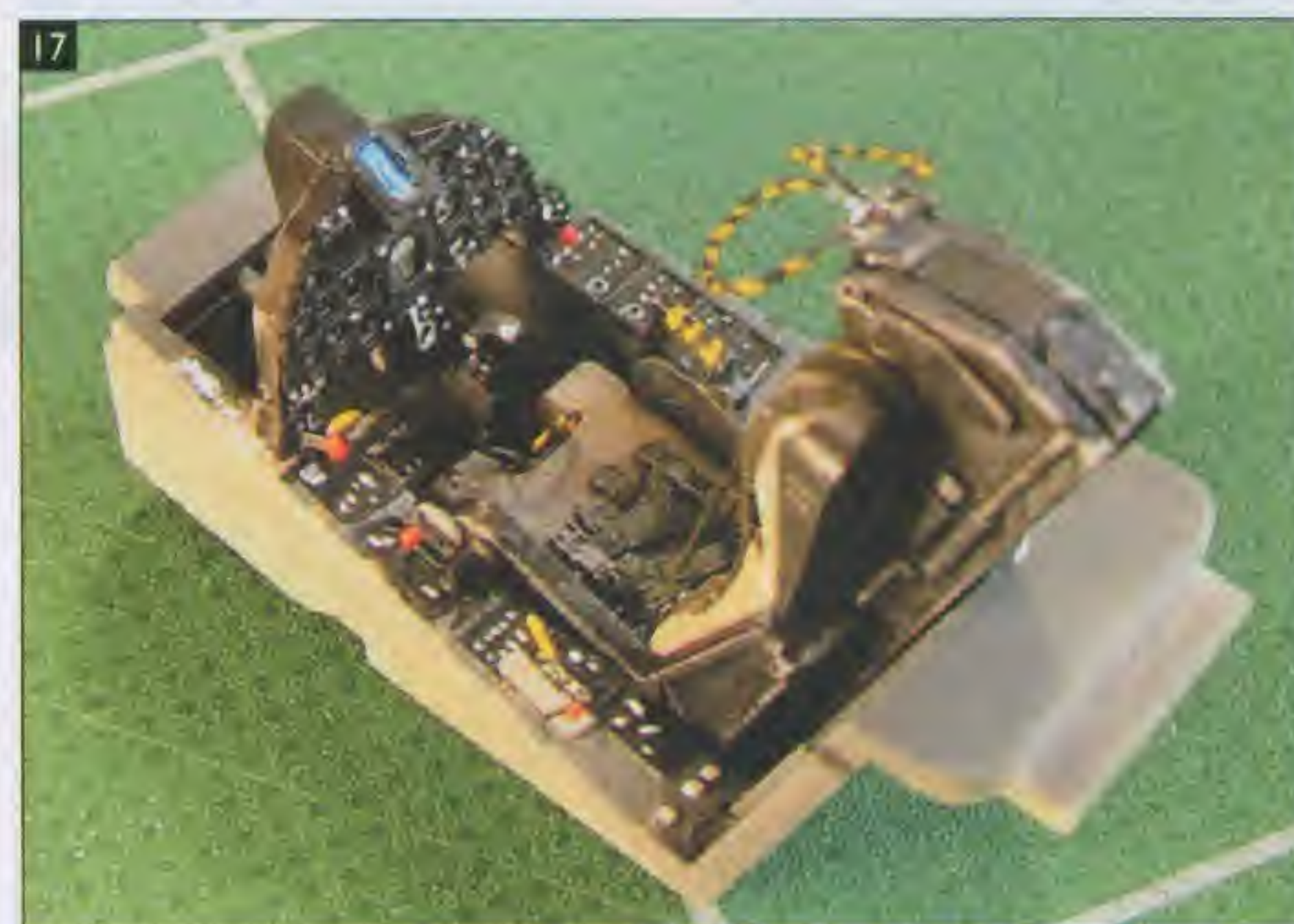
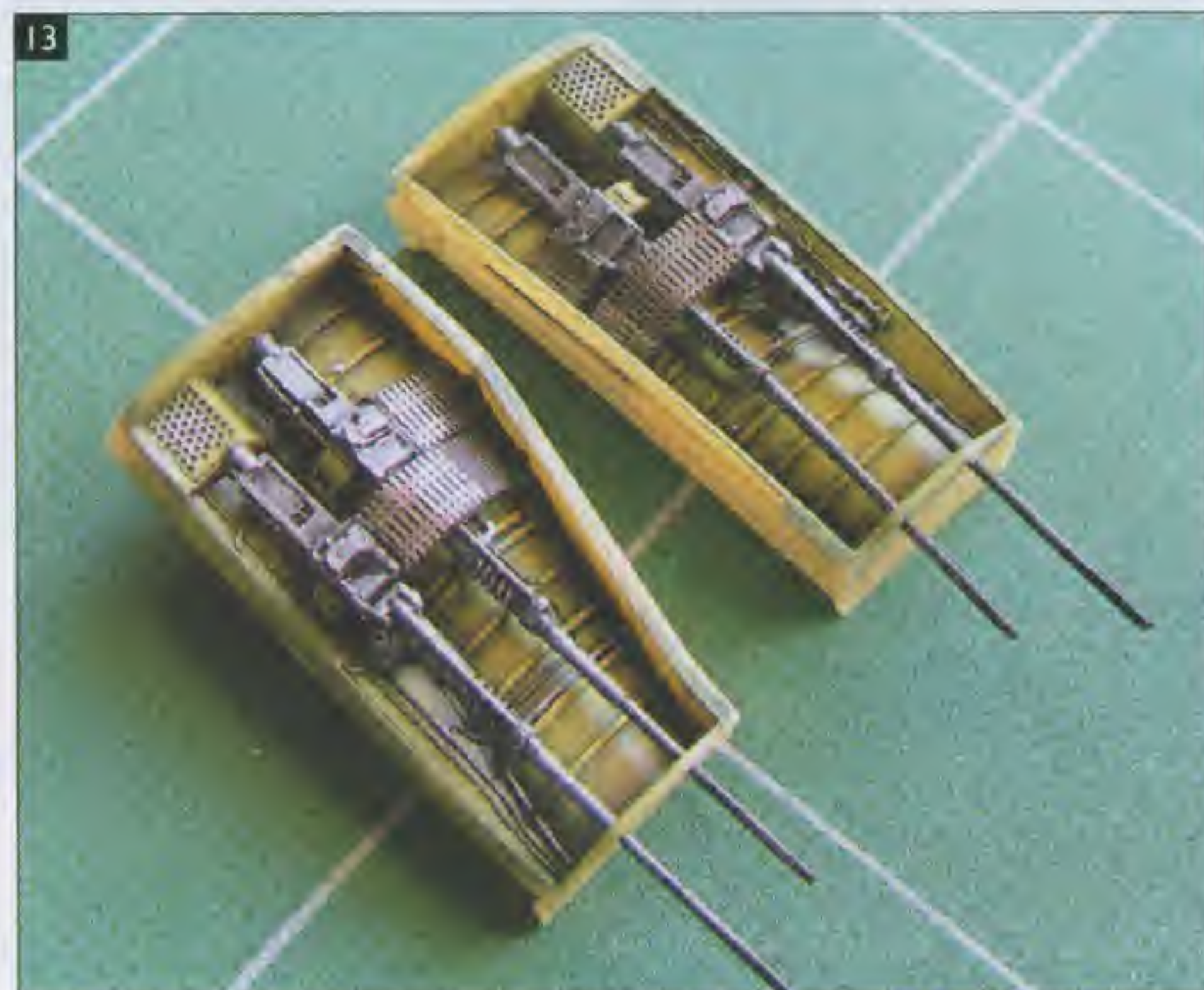
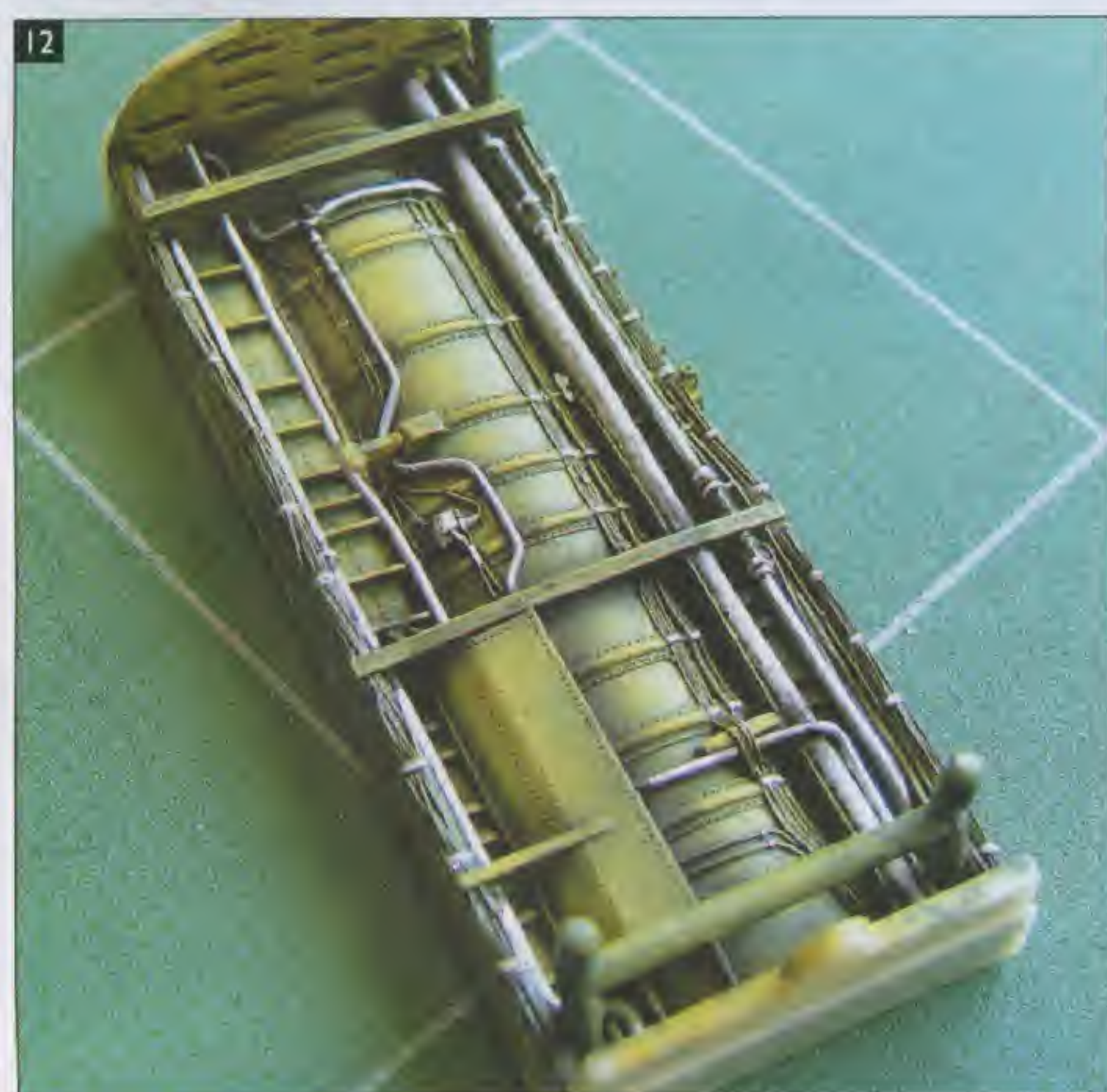
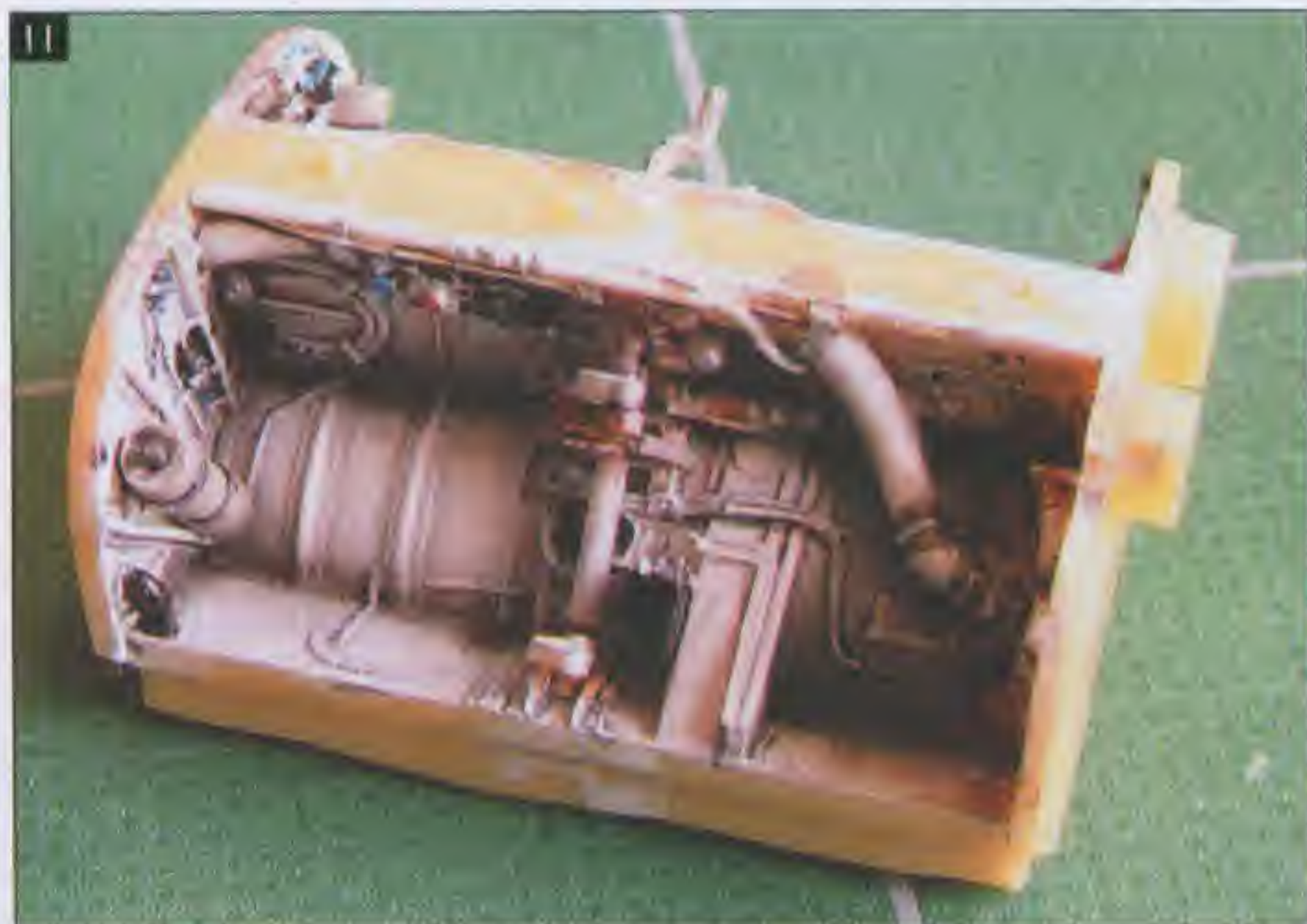
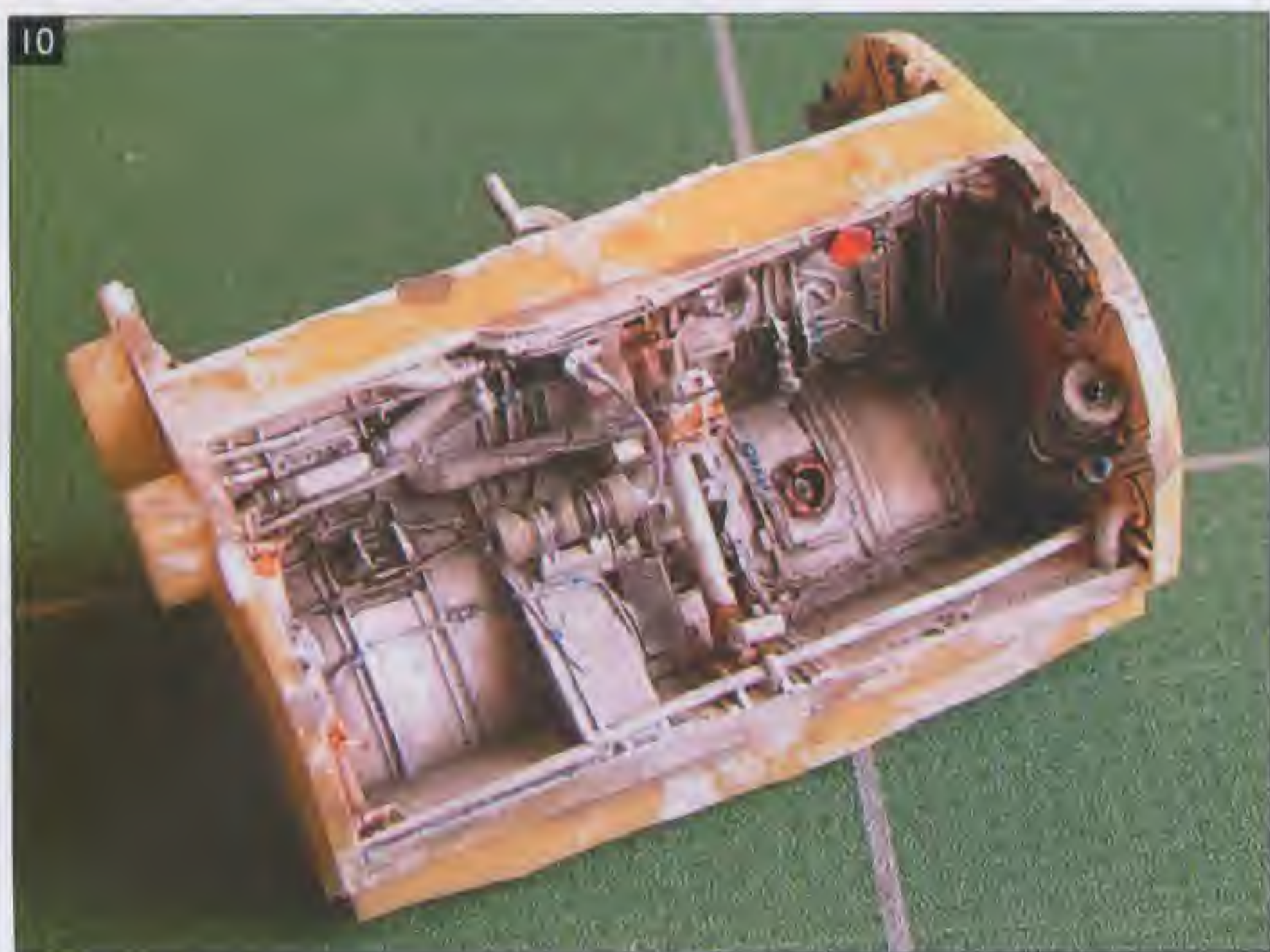
The F-8 was a true fighter, sometimes called "the last of the gunfighters" and was held in high regard by those that flew them. Crusader pilots in Vietnam grew so fond of their machines that they coined a new phrase; "When you're out of F-8's, you're out of fighters!"

The Kit

The kit comes in Hasegawa's usual top-opening box, which has some







excellent artwork on the lid as well as a picture of a completed model on one side.

The kit comes on thirteen sprues of grey plastic, (See Photo 2) which is hard and well formed with very little flash and some excellent detail work, although there are a few noticeable ejector pin marks. The transparencies come on a single sprue and are commendably clear though a little on the thick side (more of which later). On opening the box you are struck by two things; first and foremost is the size of the fuselage mouldings. I realised, looking at these, that it was at about this time that fighter aircraft started to get BIG. The second thing you notice is the inherent quality of the Hasegawa product, excellent recessed panel lines, fine crispy moulded parts and first class presentation.

The Bits

Our esteemed Editor was kind enough to send me a few additional parts for this particular Crusader. These were Aires set #4171 Exhaust Nozzle and afterburner ring (See Photo 3), Aires set #4175 gun bays, (See Photo 4), Aires set #4173 wheel bays (See Photos 5 & 6) and Aires



some time marvelling at the complexity and sheer class of these items, it's just a pity they can be so bloody fiddly to use! (once again, more later).

Instructions

Hasegawa's usual, what more is there to say? Oh all right then, maybe just a few words. Hasegawa, like most of the major manufacturers, has its own style of doing things and it doesn't

parts, more complicated by far. There are six pages, in A4 format, showing the precise placement of the etched metal and the modifications to standard kit parts. The ejection seat alone takes up two of these pages.

Construction

With all these resin parts and the etched metal frets to add to the already comprehensive kit, construction was going to be a long drawn out process. I decided to start with resin items. These were cut from their casting blocks with careful use of the razor saw and new knife blades. The Aires resin is beautifully formed and detailed but is rather brittle and delicate, so take care. After washing and drying they were given a thin coat of primer, white for the wheel wells and dark green for the gun bays and underwing area. Detail painting and construction of these parts goes hand in hand, some of the tiny bits being painted before adding to the structure and some painted after. This is the first time for a while that I have had to do a white undercarriage bay and I think I got a bit heavy handed with the grey wash that I used to deepen the shadows, ho-hum, live and learn. Details were picked out in silver and with reference to some photos found on the net, various parts were picked out in metallic blue to represent the anodised connections on the piping (See Photos 10 & 11).

For the interior green areas, I started off with a dark olive green base coat, heavily drybrushed with Humbrol 120 green then with about 20% yellow added, a lighter drybrush over the detail work. In some of the photographs I've seen of F-8 interiors, there is an enormous colour difference between aircraft, some having an almost yellow look to them whilst others are very dark indeed. I was well pleased with the finished results of my efforts (See Photo 12). For the gun bays the ammunition chutes need careful folding and trimming to fit around the painted guns but once in place, look the business (See Photo 13).

The jet pipe is a single construction consisting of four resin parts and a tiny etched fret, which go together easily and once painted, look pretty good. Various shades of silver are used with a drybrushing of metallic blue at the very edges of the

nozzle, to give it a burnt metal look. A few dabs of burnt umber pastels at a later stage will complete the look (See Photos 14 & 15).

With all the resin parts set aside to dry, it was time to look at the Eduard etched parts and sort out that seat. There are several modifications necessary to the kit part and the addition of twenty-one etched parts. This tiny construction took me the best part of a day, what with all the painting and the hunting in the shag pile for the dropped bits. The carpet monster fed well that day, it's just a good job Eduard thankfully incorporated a few spares on the fret! I suppose the end result is worth the effort though (See Photo 16), as matched with the rest of the Eduard



cockpit additions it ends up as a pretty impressive unit (See Photo 17). Well done Eduard, another fine production.

With the resin parts now fully dry and set, I turned my attention to the standard kit parts and their modifications necessary for their fit. The wheel wells were fairly simple, requiring just a shaving here and there of plastic to be taken off to allow the Aires parts to sit properly. The engine bay duct (underwing area) was much the same, the rear portion exactly fitting the fuselage cut-out and the forward part requiring the minimum of trimming. The jet pipe assembly is a straight replacement needing only the rear-mounting ring, moulded inside the rear fuselage, to be sanded down a little to allow the fuselage halves to



set #4172 engine bay duct (See Photo 8), along with the Eduard etched 48-440 detail set (See Photo 9). These would bring a touch of character to an already fine kit.

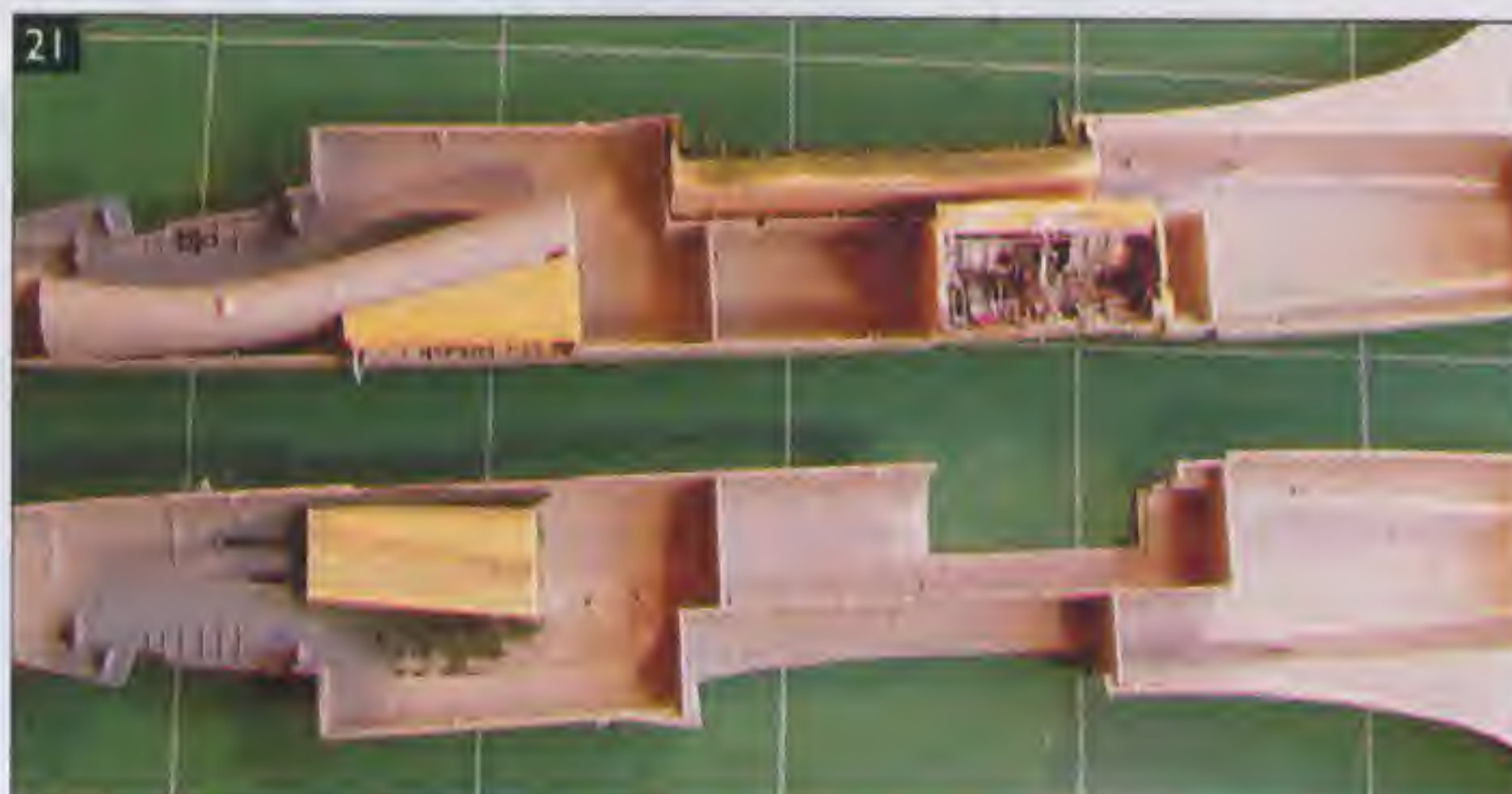
The Aires resin sets are cast in a kind of creamy coloured resin that is beautifully detailed, although a little brittle. They also include a few etched parts and lengths of wire to cut and fit as instructed. All the resin parts are direct replacements for kit bits, except the gun bays, which require some extra work (more on that job a bit later). The resin itself is well cast without a single air bubble or sink hole and although one or two of the finer parts had been broken in transit, all of these sets really are flawless.

For anyone who has used any of Eduard's etched frets before you will know what to expect: beautifully crafted etched brass detailed parts, truly wonderful to behold. I sat for

matter whether you've paid £10 or a kit or £100, the quality of the instructions is excellent. A couple of pictures of a finished kit and history on page one, is followed by several pages of exploded build diagrams. These instructions contain detail breakdown of the parts as well as painting and finishing. The final pages have the marking and painting guide, in this case, with eight side views, four top views and a single underside view. All presented in Hasegawa's usual clear and concise manner.

The instructions for the Aires resin parts come as a single printed sheet, containing a diagram of all the parts and instructions of exactly how the parts fit, both to themselves and to the kit. These instructions also tell you how you will have to modify the kit to get the resin parts to fit.

The Eduard instructions are, because of the nature of the etched





close properly.

This left the gun bays as the only additions that would require some kit surgery. First order of the day is to mark out the exact panel to be cut out, which are clearly shown on the Aires instruction leaflet. Before cutting I decided to thin down the area so giving a better scale thickness to the skin around the opening. Using an Osram pocket lamp to backlight the plastic, I ground out the skins around the panel lines (marked out with black ink to show up properly) until the light shone through quite brightly (See Photo 18), then from the outside I cut out each panel with an Olfa P-cutter. A few strokes with a flat file to clean up the edges and the cut-outs were ready to accept the etched door flanges (See Photo 19). At this point,



I discovered that the opening I had cut for the starboard door was a little too large; whether that was my fault for being a bit heavy handed whilst squaring up the panel, or a mismatch between the Aires parts and the kit, I have no idea, but it was easily remedied by a sliver of 20 thou plasticard being glued onto the edge of the cut-out and sanded to shape (See Photo 20).

The door flanges were pressed into place from the inside and carefully glued down, making sure there were no points lifting away from the skin. Once dry these were then painted with a mixture of

greens and highlighted with the interior green/yellow mix. The gun bays were then positioned and mounted inside the fuselage halves, the contours of the resin pieces matching the interior contours of the kit very nicely indeed.

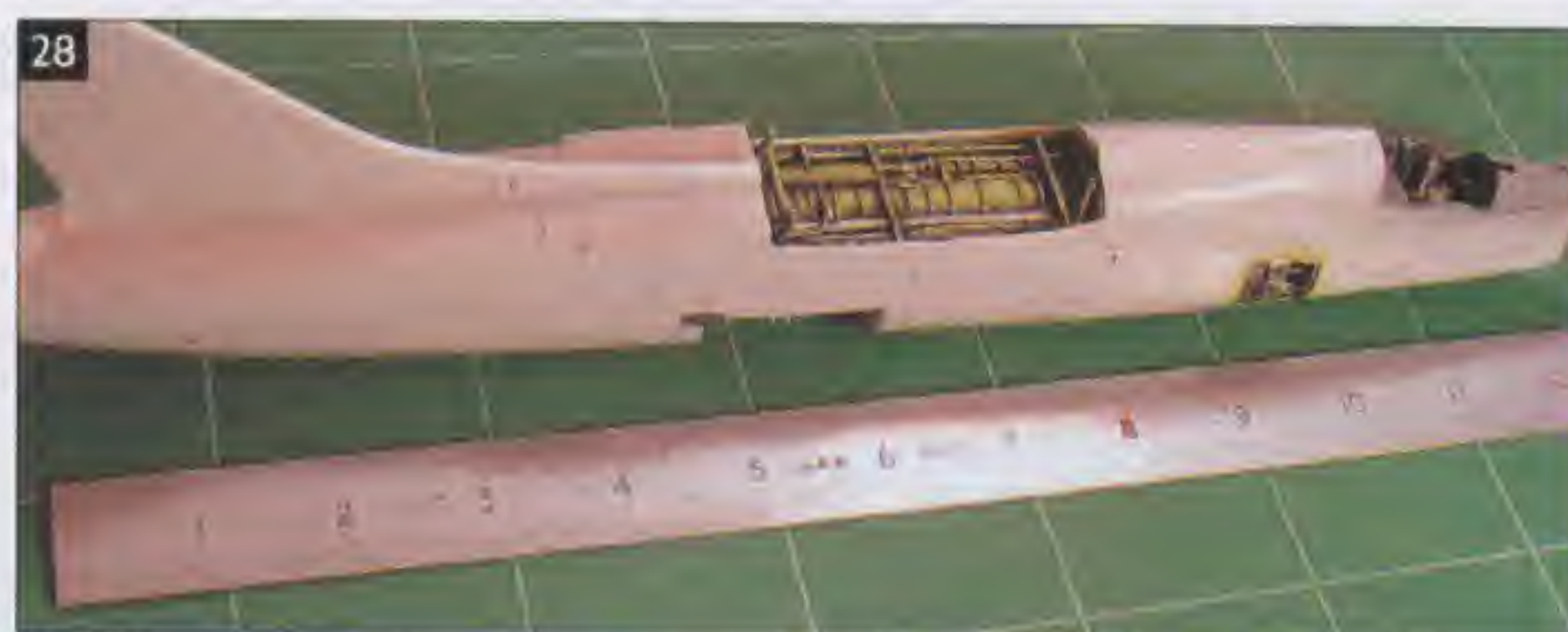
The interior faces of both gun bays and the nose wheel bay are concave to follow the oval shape of the intake trunking; the only alteration necessary to this part is the removal of the rear mounting lugs to allow it to sit correctly.

With all the resin pieces (See Photo 21) and the Eduard improved cockpit set in place the fuselage halves were closed up, clamped and taped and set aside to dry, leaving me free to get on with the wings. This whole assembly is entirely straight forward with no untoward fit or finish problems, apart from the outer leading edge pieces (G1 & G2) having unsightly ejector pin marks on them that needed careful filling and blending (See Photo 22).

There are a couple of additional bits to do to the kit parts: the RWR bump on the tail needs to be removed and the formation light added as well as the wing tip lights and nose pitot tube (I replaced the kit one with some stretched sprue of finer proportions). Also the nose wheel yoke has to have the two little 'horns' removed as the E variant didn't have these (in fact, I'm not sure which one did!).

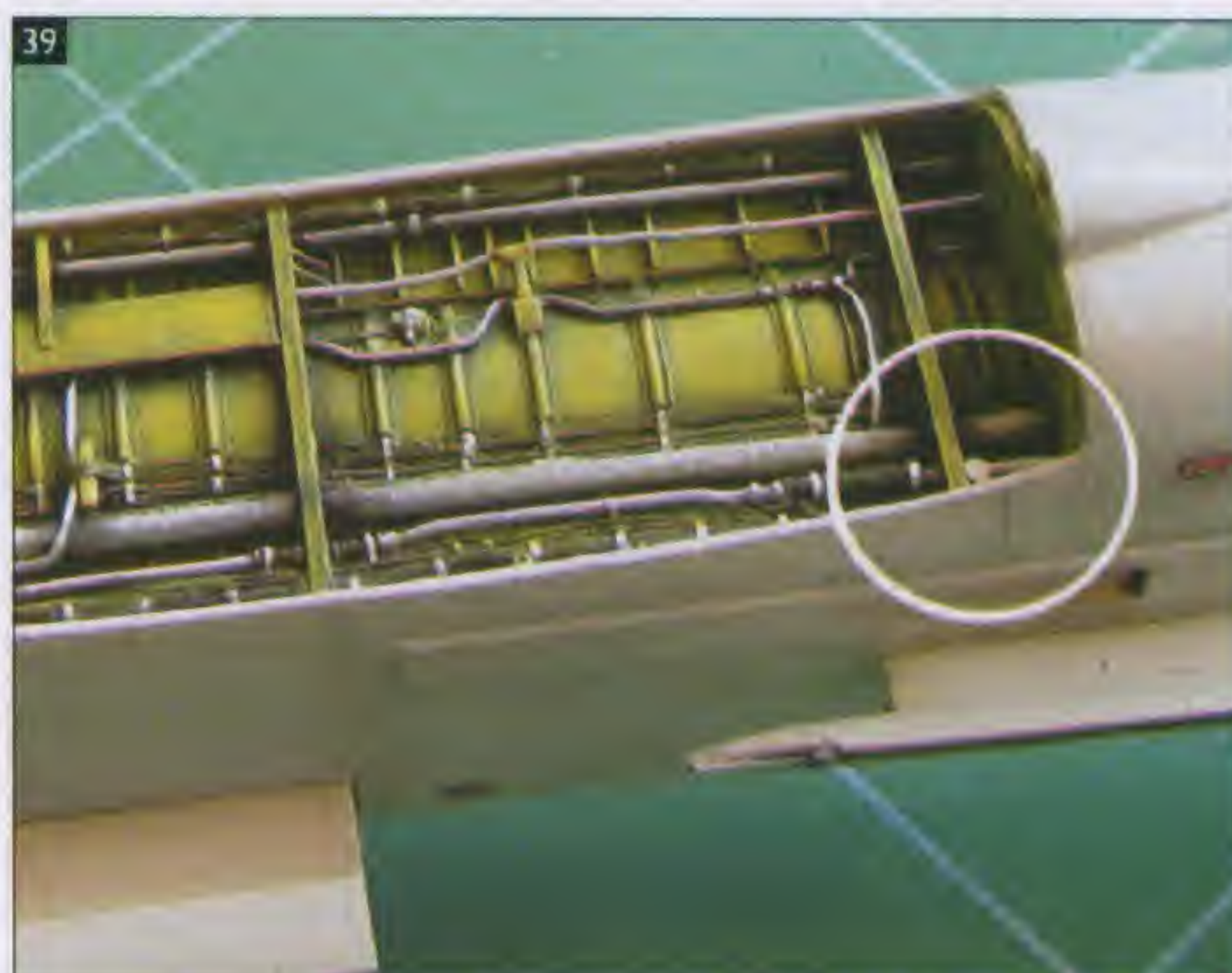
The only other kit parts that needed any kind of attention are the afterburner cooling intakes that need hollowing out (See Photo 23) and of course, the cockpit canopy.

The canopy is moulded to fit perfectly in the 'closed' position, but it cannot be shown in the 'open' position. There are two reasons for this, the first is an inaccuracy in the kit mouldings, the cut-outs for the canopy hinge plates being a little too short and not wide enough whilst the corresponding lugs on the



canopy are under scale (See Photo 24), but by far the most obvious reason why the canopy won't fit 'open' is its thickness. By carefully trimming down the transparency to a wafer thin slice at the trailing edge (including those too-small lugs) the canopy can just about be got into the open position. I also fabricated a tiny little actuating jack to be positioned under the canopy when it's fitted but to be honest you've got to know it's there to find it as you really cannot see too much of this area on the finished kit.

The fuselage halves, now fully set, were filled and blended along the centre line (See Photo 25) and the whole thing washed prior to masking up. This included the forward windscreen (See Photos 26 & 27) and the removal of the ejection seat for ease of masking. As I was readying the tape it struck me once





more just how large the jets of this era were becoming. This Crusader in this scale was already over 30cm long (See Photo 28). Talking of masking up the various areas, one bit did cause me some trouble, the main wheel wells are full of very delicate resin details so I very carefully used a thin roll of Blu-Tack around the edge then a measured piece of heavy masking tape was stuck to this to stop any paint getting in (See Photo 29). All the other areas and openings causing me no trouble (See Photo 30), so it was out with the spray cans and airbrush.

Colour Options

For this F-8E, you can have it in any colour you like, as long as it's grey and white!

There are four options in the box, all with the standard U.S. Navy scheme of white FS17875 under surfaces and Light Gull Grey FS16440 upper surfaces. Don't for one minute however, think that this makes for a dull selection as all four aircraft have splashes of colour and various badges to liven them up, as well as differing styles of numbering and coloured radome (white, black or red) to make any of the four on offer a reasonable choice.

The whole kit was given a couple of coats of Halfords white acrylic primer (See Photo 31) followed by a rubbing down of a couple of rough spots and another dusting of white, paying particular attention to the underside which would of course be remaining white (See Photo 32). This was then masked off and the upper surface grey (Humbrol 129) was airbrushed on.

Once dry (helped along, in this case, by a hairdryer) the areas around the nose/radome and fin top, as well as the metal jet pipe were masked off and sprayed, the nose semi-gloss black, the jet pipe gun metal. And

that's it! A simple but effective colour scheme that took less than two hours to complete (See Photos 33, 34, 35 & 36). If you like your kits to look like the aircraft has just come from the paint shop then that's literally all you need to do, but if anyone has seen my work before, then you'll know, clean just won't do! So it was out with the pastels and on with the muck. A light grey dusting is given to all the panels, getting heavier at all the major joint lines and panel hinges, with dark grey smears around the actuator points and engine vents. Burnt Umber is used at the gun ports

suitably impressive sheet, two for VMF-191, 'Satan's Kittens'. And two from VMF-194 'Red Lightning's.' (one of which is seriously gaudy, with a five-colour tail stripe and red lightning flash).

The decals are, as usual for Hasegawa, a little on the thick side, but are beautifully printed with gorgeous colour density and perfect register. Coupled with a full set of stencils and walkways this makes for an excellent sheet.

Unusually for Hasegawa the decals reacted really well with Microscale setting solutions. I've found in the

worth the effort. All in all this is a first class sheet and although I was a little put out to find that the four aircraft on offer all come from the same ship, the USS Ticonderoga, there is enough variation between the markings to give a fair representation of Crusader colours.

Decal Rating = 9/10.

Final Assembly

This should have been the easy bit. Just stick on the undercarriage, with its associated doors, a couple of coats of Satin Cote, wing on, canopy in place and a dab or two of pastels for a touch-up on the weathering, but no, it had to get messy didn't it?

The gun bay doors I knew were going to be a little fiddly and delicate on their resin hinges and I knew that some of those tiny little Eduard aerials were going to be lost to the carpet monster but what I didn't count on was my clumsiness. If you have read any of my previous articles then you will know that I often say that I leave off all those 'sticky out' bits until right at the end so that I don't have time to break them off, but this time I didn't even get to the end; I snapped off the resin wing support strut during the decal application (ringed in Photo 39), but worse was to come. Whilst moving the nearly completed model into a better position to attach the canopy, I dropped it! There is that sickening moment of silence that follows the 'crunch', and the reluctance to look and actually face the damage. In this case I suppose it could have been a lot worse, one of the undercarriage legs had been snapped off at its mounting points and some of the Eduard etched additions were bent and distorted, along with a few of the doors (See Photo 40), that was it. It only fell about six inches, if that, imagine the horror if I had dropped it off the bench! To repair the damage



and again at the fuselage vents as well as a dab or two around the jet pipe (now highlighted with a dry brush of silver) and the undercarriage mounting points. I also used a very sharp pencil to highlight some of the panel lines, namely the under fuselage airbrakes and the remaining gun access panels.

Once satisfied with the levels of dirt I sprayed the whole thing with a couple of coats of Humbrol Clear Cote in preparation for the decals.

Decals

As mentioned before there are four aircraft on offer on this large and

past that they can have trouble settling down after an application of Micro Sol, but in this instance they behaved themselves perfectly. Apart, that is, from one of the tail flashes that came apart as I was manoeuvring it around on the rudder, leaving me to paint in the missing portion. Not a real problem but annoying none the less (See Photos 37 & 38).

It took a fair bit of time and patience to get all of the tiny 'No Step' and 'No Push' markings into place but without them and the rest of the little stencils, this kit would look pretty naked, so they are well



with at least some semblance of strength I used the ingenious Rocket Powder and Rocket Hot super glue to reinforce the joint (See Photo 41). I don't know if this will last but it seems sturdy enough (See Photo 42).

Once my repair had had time to mend I completed the final parts of the build very carefully indeed.

Accuracy

The kit measures 348mm nose to tail and 226mm across the wings, which scales up to 16.7m and 10.85m respectively. The real thing is 16.61m long and 10.72m span, meaning that the kit is 2mm too long and has 3mm too great a span. Considering my measuring and arithmetic might not be the most accurate I'm certainly not complaining about such trivial differences, especially when the finished article looks just right, from the wide-mouthed nose, to the tail-in-the-dirt back end, it sits just

like it should, with all the curves and odd angles looking fine to me.

Conclusions

The Crusader has to be one of my all time favourite aircraft as I have a soft spot for these early jets. Still in my 'to do' pile is an F-104, an F-84, and a MiG-15bis, all to be joined soon I hope by an F-4 and an F-100. So I was looking forward to getting to grips with this kit and I have to say that Hasegawa have done an excellent job. OK so it's not perfect, the canopy fit is poor, it's got those funny little 'horns' on the nose leg, some ejector pin marks and the jet pipe is too long, so I'm reliably informed, but the sheer value of this kit is hard to fault, you get a fair amount of 'stuff' in the box for your money. A fine effort I thought and one that I'm very pleased with as a finished article. But what about those additions? Once again both Aires and

Eduard have produced literally faultless products, the resin sets adding a great deal of both detail and character to what is in essence a simple enough kit. My only reservation is with the underwing tray; once the wing is in place all of the lovely detail (and whatever work you may have done to paint it) is lost, completely hidden by the existing structure, so this particular piece although a great looking item in its own right, has very limited value for the kit. The Eduard etched frets are very fiddly and time consuming to use, but with patience and perseverance, add those tiny bits of detail that build up into a tremendous final result. Taking the whole thing into account, the good basic kit, the Aires resin sets and the Eduard etched frets, I can safely say that this was a thoroughly enjoyable experience (mishaps aside!) and the final model has turned out to be one

of the favourites in my collection. Everyone who has even a slight interest in this era of aviation needs to have one of the 'Last Gunfighters' in their collection too, 'cos you know what they say; "When you're out of F-8's..."

Steve A. Evans

Thanks:

To Aires and Eduard M.A. for the supply of the accessories featured in this kit.

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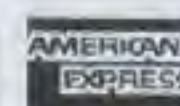
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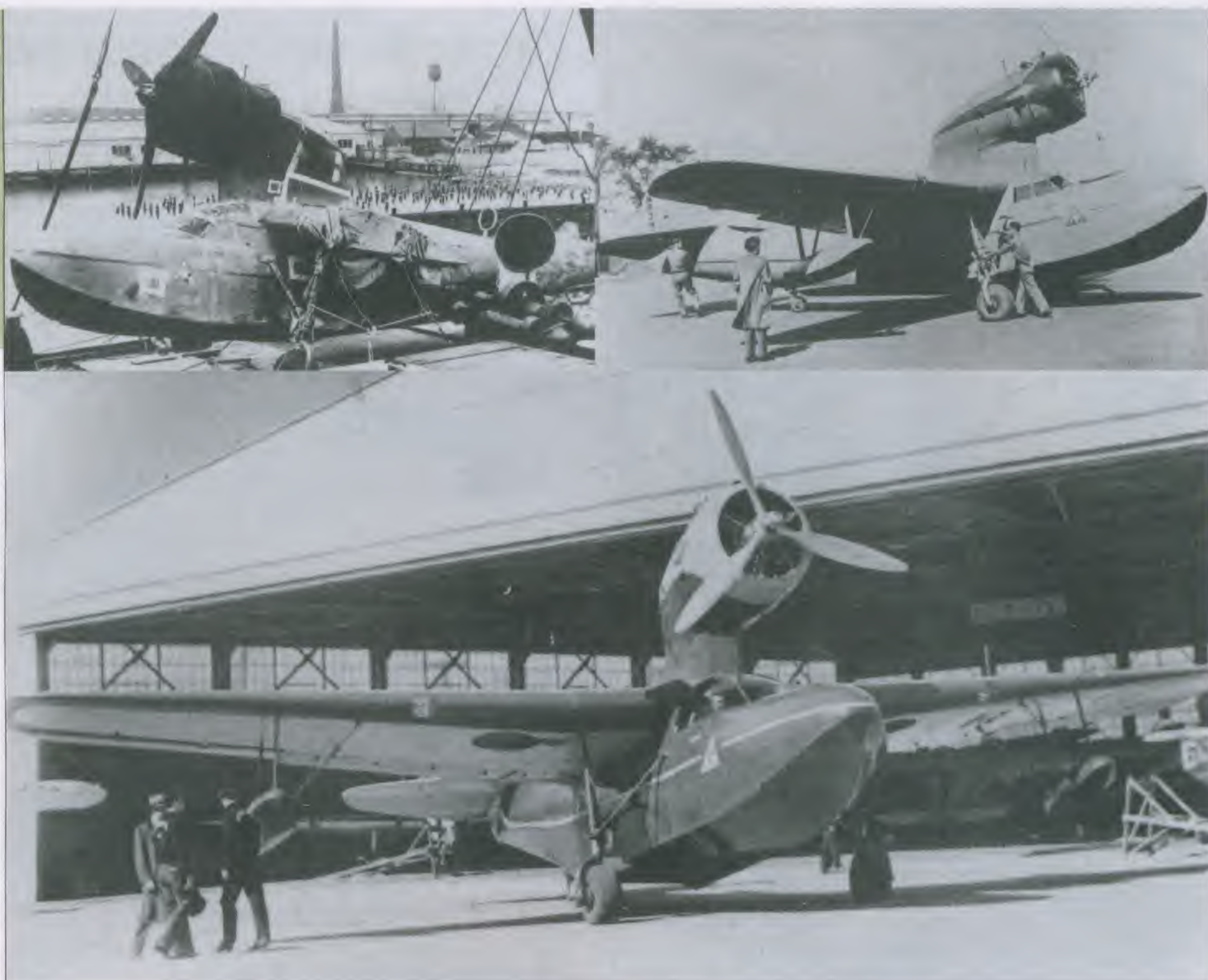
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above left: NR777 'Kono' after arriving at Brisbane docks and being unloaded (©via Aviation Heritage Museum WA)
above, above right: NR777 after assembly (©via Aviation Heritage Museum WA)

Fairchild 91

The Australian Connection

by Mike Mirkovic

Of the seven Fairchild 91 built, two have connections with Australia or Australians. The first one to be connected to Australia is NR777 'Kono' (c/n.9407). This aircraft was purchased by Richard Archbold for the 1936 American Museum of Natural History's Fly River Expedition in Papua, New Guinea. It was delivered by the ship SS Somerset to the docks at Brisbane, Queensland on 28th February 1936. It was off-loaded there and delivered to Brisbane's Archfield Aerodrome in early March and was assembled for its first flight on 8th March. On 9th March it was flown to Port Moresby by the expedition's pilot Russell R. Rogers to pick up the rest of the expedition members and then on to Daru, which was to be its base while

in Papua, New Guinea.

From its Daru base it performed reconnaissance flights up the Fly River and the nearby Dap Mountain range to set up camps for the expedition, it continuing these flights until 8th July, when it was flown to Port Moresby to

pick up much needed supplies. While moored overnight in Port Moresby Harbour, a thunderstorm brewed up in the early hours of the morning and a sudden gust of strong wind got under its wing and tipped Kono on its back which broke the cabin windows

and it started to fill with water and sank leaving only the hull planing surface showing. The aircraft was unsalvageable and Kono was no more.

For interested readers the references listed below can be consulted to give a full story of this aircraft and the expedition.

The second Fairchild 91 with which Aussies were involved with is the RAF's HK832 in Egypt. This aircraft was originally built for Panair do Brasil as PP-PAP (c/n 9402, ex-NC14744) and was purchased from them by the British-American Ambulance Corps in 1941. It was crated and shipped to Egypt and arrived at Heliopolis in November 1941. It was reassembled there by the locally based units including the ground crew from No.459 Squadron,



NR777 'Kono' seen at Archfield aerodrome, Brisbane, Queensland in March 1936 before flying to Daru, Papua, New Guinea (©via Aviation Heritage Museum WA)

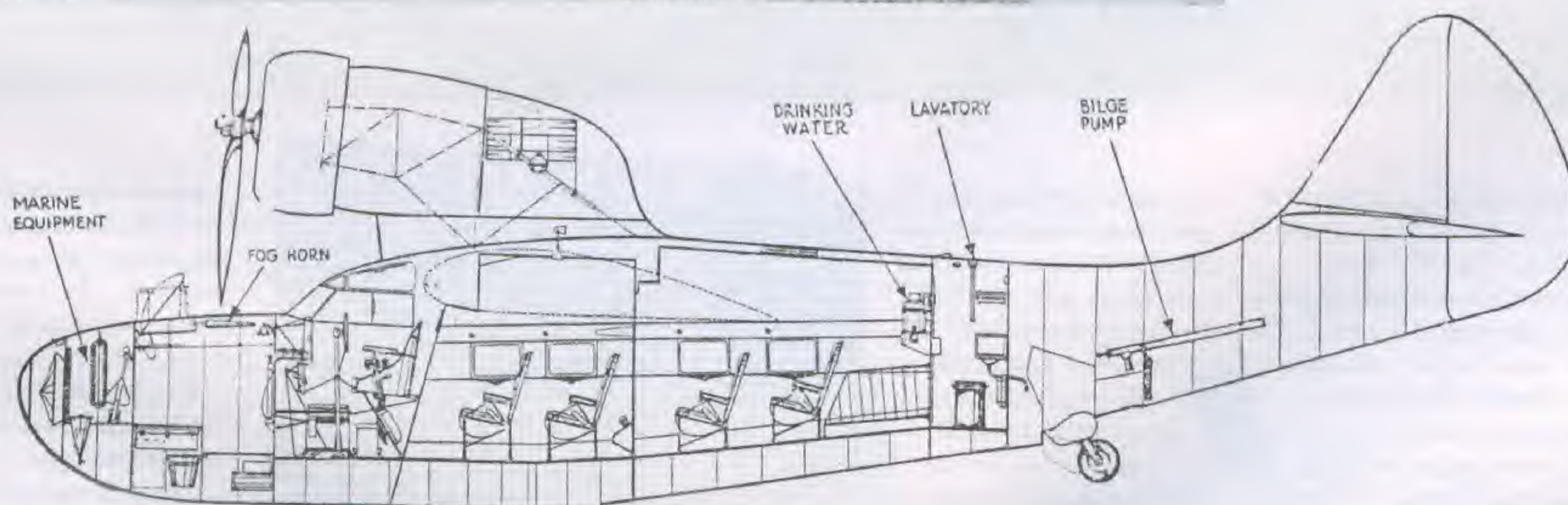


above left: 'Wings of Mercy' at Heliopolis, Egypt, 1941 (©via Aviation Heritage Museum WA)

above right: HK832 'M' at Heliopolis, Egypt, mid-1943. Note the overall Night scheme (©via Aviation Heritage Museum WA)

left: HK832 'M' at Heliopolis, Egypt, late 1942 (©via Aviation Heritage Museum WA)

below: HK832 'M' at Heliopolis, Egypt, 1941 (©via Aviation Heritage Museum WA)



RAAF. She was then assigned to the RAF's Sea Rescue Flight, which was based at Heliopolis. Also sometime during her career HK832 was flown by No.1 Australian Air Ambulance Unit which was also based at Heliopolis. HK832 flew many rescue missions until it hit a floating object near Benghazi and sunk on 17th May 1943.

Colour Schemes

• NR777 Kono: Light coloured overall with dark coloured trim to fuselage, engine nacelle, 'Kono' under cockpit, badge under it and registration numbers. As the different types of film used in the supplied photographs, I will not make a definite statement on its colours as your guess could be better than mine

and the photographs tell that story better than me.

• HK832 'M': Delivered in a scheme of dark coloured upper surfaces, probably blue or green, with white fuselage sides and black anti-fouling paint on the hull and wing floats planing surfaces with the name 'Wings of Mercy' and badge under the cockpit in red. After it was re-assembled it was painted in the standard desert scheme of Dark Earth/Mid-Stone upper surfaces with Azure Blue under the wings and tailplane and planing surfaces still in Anti-fouling Black. Code letter 'M' and serial were red with standard RAAF insignia. Later on the fuselage sides were painted Night and then finally it was painted overall Night, but codes and serials remained red. See

photographs.

The Fairchild 91 in Kit Form

Two models have been released in 1/72nd scale by Azur and Sword last year and both include the markings for HK832. Both kits are excellent and hopefully more manufacturers will see the light and produce more kits of aircraft from the 1930s.

Mike Mirkovic

References

- Fairchild Aircraft 1926-1987 by Kent A. Mitchell
- Wings of Gold by James Sinclair (excellent source on Kono and early aviation in Papua/New Guinea)
- Desert Air Force at War
- Classic Wings Downunder, Issue 20 Vol.5 No.5, 1999
- Air Pictorial, May 1991

- Air Enthusiast Monthly, January, May and June 1972
- Aircraft, April 1936 and August 1942
- The Aeroplane, 9th May 1935, 1st August 1935 and 17th April 1942
- Flight, 9th May 1935 and 12th March 1936
- Alamo Flying Aces Club website: www.flyingacesclub.net/alamo



Bonus

Also released by Azur last year was the 1/72nd scale kit of the General Aircraft ST-25 Monospar Universal/Jubilee and while I was researching and looking for photos for the Fairchild 91, I ran across a photograph of ST-25 Monospar Universal F-AQOL, which is one of the colour schemes supplied in the kit, so I have included it here as a bonus for modellers of 1930s aircraft.

Quick Build

by David Francis



1/32nd Scale

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Snub Nosed Beauty Hasegawa's Fw 190A-8

In the August 2003 (Vol.9 Iss.8) edition of this magazine I built Hasegawa's Fw 190D-9 and suggested that it would not be long before we would see some of the earlier radial engine versions. Well almost exactly a year later the Fw 190A-8 has arrived. This article is therefore really more of an update to that article rather than a detailed build. It has also allowed me to use some of the MDC updates that were released for the D-9 as these will fit both kits and can add detail that is not possible in injection moulded plastic.

The new kit shares common sprues with the D-9 for the wing, undercarriage and cockpit and this is no bad thing. The cockpit in my model was replaced however by an MDC example which is an outstanding piece of casting. Once painted RLM 66 and treated to minimal weathering it looks superb. I liked the instrument panel in the MDC set as you have to add individual decals for each dial following a location plan shown on the small but concise instruction sheet. Once dry a cocktail stick was used to drop a small amount of Klear (Future) floor polish on to

each dial to represent the glass. Once completed they looked fantastic and according to MDC the dials are showing the correct readings for a plane at rest, and I am not going to argue!

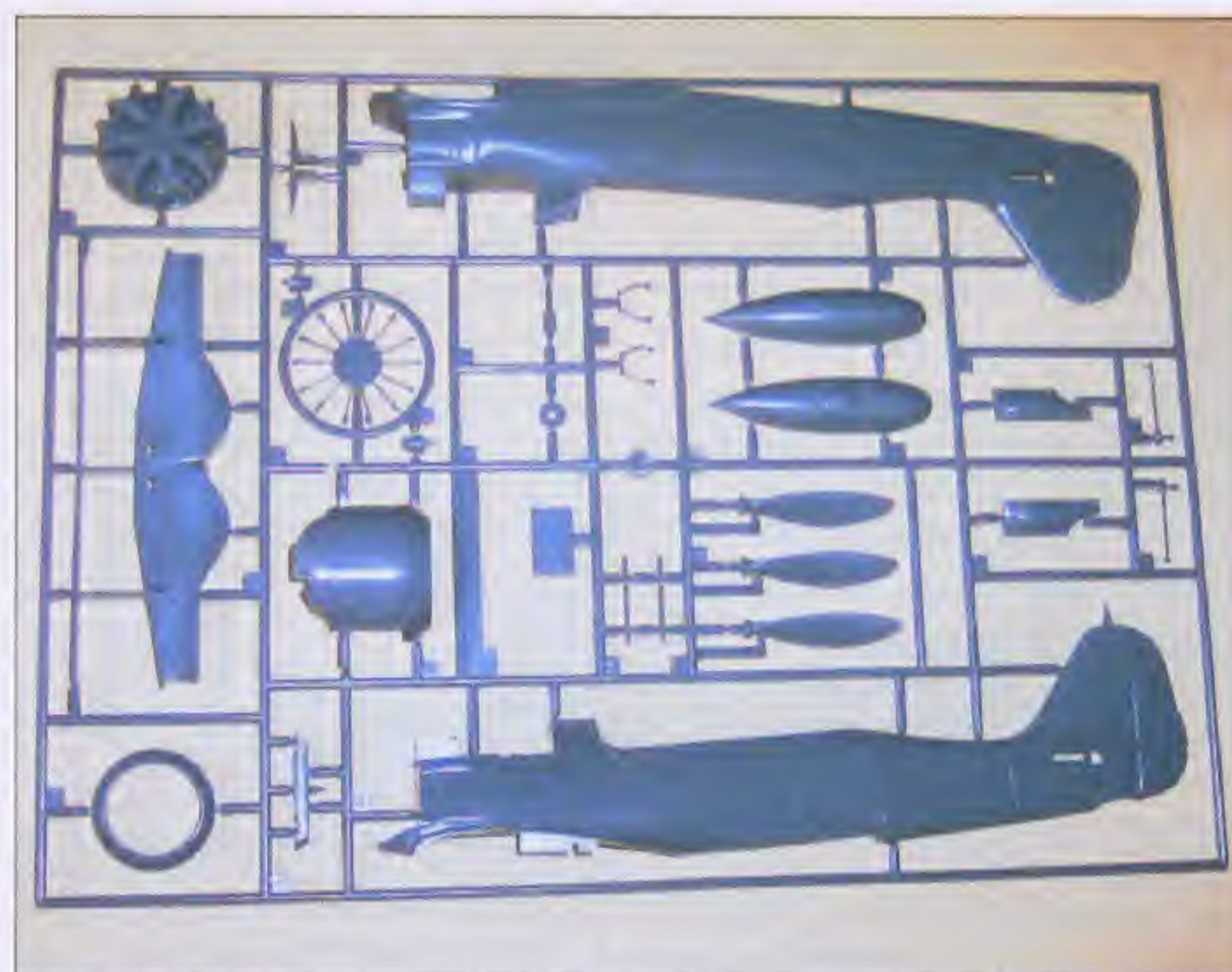
Note that the individual dial decals are also available separately for both British and German aircraft and each



sheet contains enough for two single-seat fighters. Not surprisingly I have already laid down a few sheets to update some of my older kits.

The first all-new part of the Hasegawa kit I worked on was the engine. This is a little gem and is made up from five parts.

Unfortunately once the large cooling fan is mounted in position the only way you will see it is with a torch, but at least you know it is there. The cowling is also assembled from five pieces and there are a few engraved catches for other versions that require filling with Tippex or Mr Surfacer and these are clearly illustrated on the instruction sheet. The cowling assembles easily but you do have to eradicate some of the seam lines that fall across the front section of the cowling, as they were not present on the real aircraft. Finally you add the three sets of exhaust pipes to the rear of the cowling. These are of the correct shape but are solid so using a few different sizes of pin drill and a scalpel I hollowed them out. This is tricky but improves the looks



One of the new sprues



The moulded holes were lightly drilled to make the dimples on the right



A light wash of black over an aluminium base lifts out the moulded ignition leads



Preshading the major panel lines with black...



Drilling out the gun barrels is tricky but worth it, alternatively replace them with metal tubing

dramatically. Alternatively, by the time you read this, there might be some resin aftermarket parts available!

The fuselage was now assembled and the cockpit tub installed from the underside. Please remember not to completely tidy up the offset join line that runs from the front of the rudder to the cockpit as there was a panel line in this position on the real aircraft!

I now turned to the wings and these are almost identical to the mouldings in the earlier kit with just the addition of outer cannon and a new panel featuring the cannon's ejector slots. These were not always fitted so check your references, but luckily the alternative plain panels are still supplied on the sprues if you need them.

Into the lower wing fits a wing spar, which includes the undercarriage bay, but the roof of this bay on the real aircraft had a dimpled effect similar to that seen on a golf ball. In the kit Hasegawa have moulded these dimples as circular holes that look completely wrong; never fear though there is an easy fix. Raid your domestic tool box for a 2mm wood drill and if

you centre this on the moulded holes and give one or two rotations between thumb and forefinger the moulded hole will be changed into a dimple. The dimples are still a bit too deep but under a coat of paint they look far better than the parts as moulded.

The wing and undercarriage assemble flawlessly just like the D-9 but I replaced the kit's tailwheel with an MDC example which features a separate wheel and mounting which you attach to the kit's leg. This is a big improvement over the one-piece wheel and leg that is supplied in the kit.

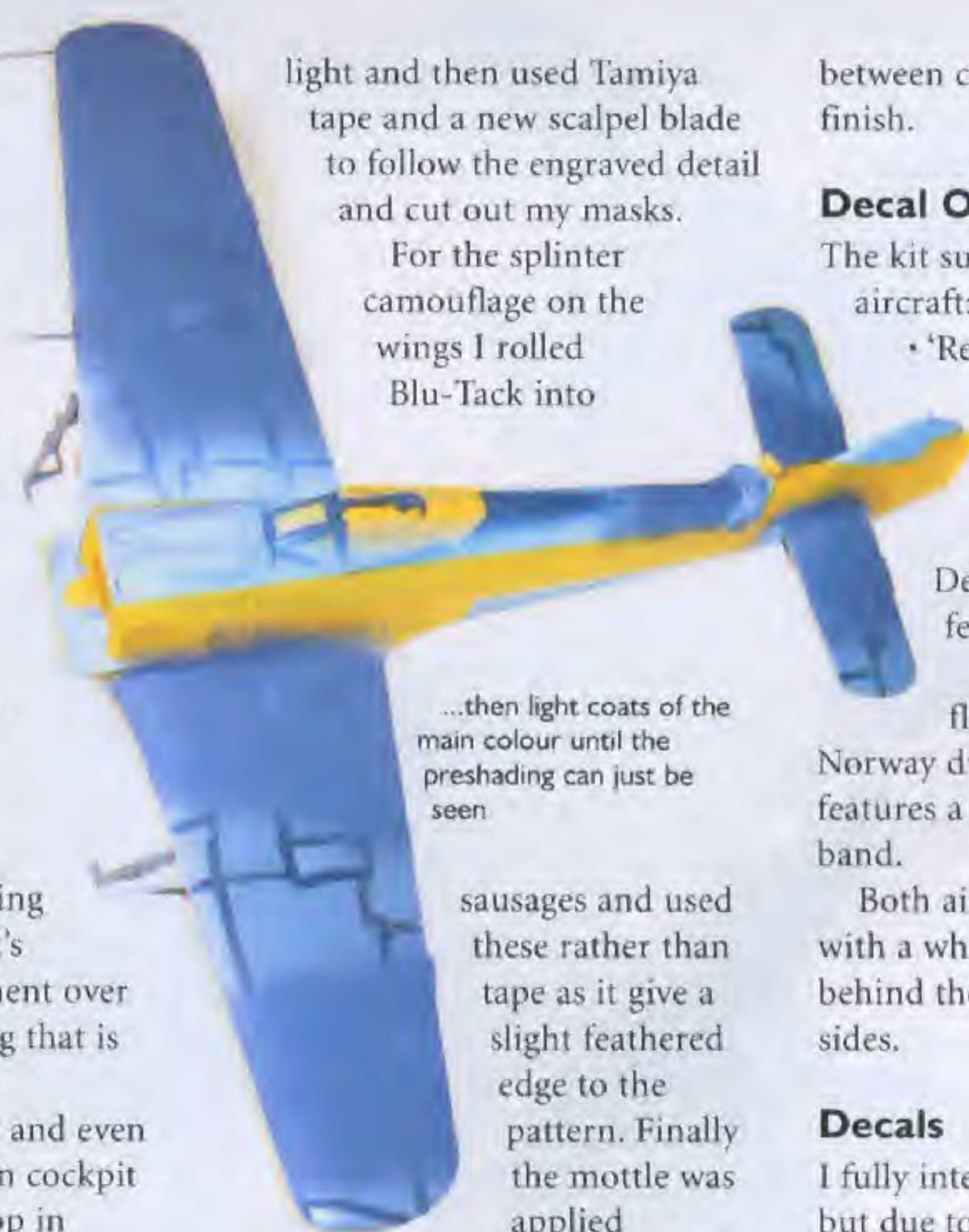
The kit assembled easily and even including painting the resin cockpit was ready for the paint shop in under a week - I think this is a record for me in such a large scale.

Painting

I used Poly S acrylics and a Badger airbrush to paint the classic RLM 74/75/76 colour scheme. To mask the canopy I held the parts over a

light and then used Tamiya tape and a new scalpel blade to follow the engraved detail and cut out my masks.

For the splinter camouflage on the wings I rolled Blu-Tack into



...then light coats of the main colour until the preshading can just be seen

sausages and used these rather than tape as it give a slight feathered edge to the pattern. Finally the mottle was applied

freehand with the paint well thinned and the pressure on my airbrush cranked right up.

To prepare for decaling I applied four or five light coats of Klear (Future) floor polish sprayed neat and allowed 5 to 10 minutes

between coats to give a high gloss finish.

Decal Options

The kit supplies markings for two aircraft:

- 'Red 1' of 2/JG54 flown by Lt Hans Dortenmann in France during 1944. This aircraft features a blue RVD (Reich Defence) band and is featured on the box art.
- 'White 10' of 9/JG5 flown by Rudolf Artner in Norway during 1945. This aircraft features a yellow and black RVD band.

Both aircraft have black spinners with a white spiral and a black panel behind the exhausts on the fuselage sides.

Decals

I fully intended to use the kit decals but due to my own ham-fisted approach I mucked up both the supplied RVD bands so had to look for a replacement from an aftermarket supplier. I did use the kit's decals for the white spinner spiral and some of the stencils though and I would therefore offer a



Improving the moulded exhaust pipes is worth the effort as they are highly visible on the completed model



Now you see the engine...



...now you don't!



Aerial wires were made from my preferred Lycra thread



The finished model

note of caution in using setting solutions on them, as a test on a spare decal showed that Micro Set permanently wrinkled them.

By the time you read this there will be numerous options available, but when I built this kit the only

matt varnish was applied. Weathering was a mix of thin black acrylic wash and CMK Stardust pastels to dirty up the airframe.

option available was Eagle Cal sheet 32-035 for Red 8 and 11 of JGr.10 Schlangenschwarm. These aircraft feature a large yellow and red snake down the fuselage and are very attractive. The decals were very good but are thin so use plenty of Micro Sol while positioning the large snake motif. Unfortunately the mottling on my kit is really too heavy for this scheme and it is unlikely they carried the outer wing cannon, but only you, me and a few thousand other readers know that. Once the decals were applied Poly S



Exhaust staining was airbrushed using Tamiya Smoke and being an acrylic it is easy to clean off if you overdo it



Inside the cockpit



Conclusion

The engraving on the cowling combined with a blanked-off inner pitot probe position show that we will get a Fw 190A-6 or A-7 in due course but surprisingly there are no blanked-off holes for underwing stores carried by the F and G series? If sales of these new-tool kits are good I am hoping that Hasegawa would consider giving us an all-new Me 262 or think about converting the Fw 190D into a long span Ta 152H!

But for now we have a superb basic kit with no major errors or assembly difficulties. I would recommend this to all and I am sure that there will be a shed load of aftermarket stuff to add to the basic kit over the coming year. I would also highly recommend checking out MDC's adverts as their resin updates are pure class and worth every penny in adding that little extra to set your model apart from the rest.

David Francis

Hasegawa models are distributed in the UK by Amerang Ltd and the Fw 190A-8 retails for £24.99.



above & below: A 'Snub-nosed Beauty' and the 'Downstairs Maid'





Polish Nieuports

by Wojciech Butrycz

Like many of the aircraft types used in Poland after this country emerged from 123 years of rule by the German, Russian and Austro-Hungarian empires, Nieuport fighters commenced their Polish military aviation service after they had been captured from their previous operators, in this case from various Russian airfields, in military (railway) transports or when they had been flown to the Polish side by Polish pilots who had served with the Russian, and later Bolshevik, army. No type was available in any quantity larger than ten with seven Ni 17 C1s, five Ni 21 E1s, one Ni 24 C1 and several Ni 24bis C1. Many of them were adorned with beautiful fuselage art and the new owners did not remove this. There are good quality photographs of Nieuport 24bis C1 No.5086 with a Diana motif on the starboard fuselage side with Bolshevik's red stars and, later, the same machine with Polish national insignia.

The most interesting story regards two colourful aircraft, a Nieuport 24 and a Nieuport 24bis. Both had found their way to the Polish side thanks to Lieutenant Pilot Juliusz Gilewicz, a Polish born officer, who was drafted into the Russian Army and later, after the Bolshevik's revolution, was forced to join the Red Army Aviation Corps in

exchange for 'guarantees' of the safety of his family. The first aircraft, Nieuport 24 No.5424, was captured in Vilnius on 19th April 1919 along with an Anatra Anasal. It belonged to the Bolshevik's 3rd Artillery Squadron of which Gilewicz was the commander. He intentionally left part of his squadron's transportation at the railway station, so that it could be found and taken over by the invading Polish troops. The aircraft was unarmed and adorned with big devil holding a fork on fuselage sides.

On 6th July 1919 Gilewicz informed the Bolshevik-commanding staff that he would perform reconnaissance flight over Polish positions. He took off in his

Nieuport 24bis No.5086, along with a second aircraft, a Sopwith 1 1/2 Strutter with a French/Russian crew of Jerzy Richenier as pilot and Pavel Batov as observer. After the short flight they landed on the Polish side and all three joined the Polish Army. Additionally, Gilewicz handed over to General Rydz-Smigly plans of the disposition of the Bolshevik troops!

In just eight days, despite the Bolshevik's attempts to control them, the rest of squadron conspirators destroyed most of their valuable equipment, and broke through the front lines and joined Gilewicz in the Polish Army. Altogether fourteen Poles, one French, one Russian and one

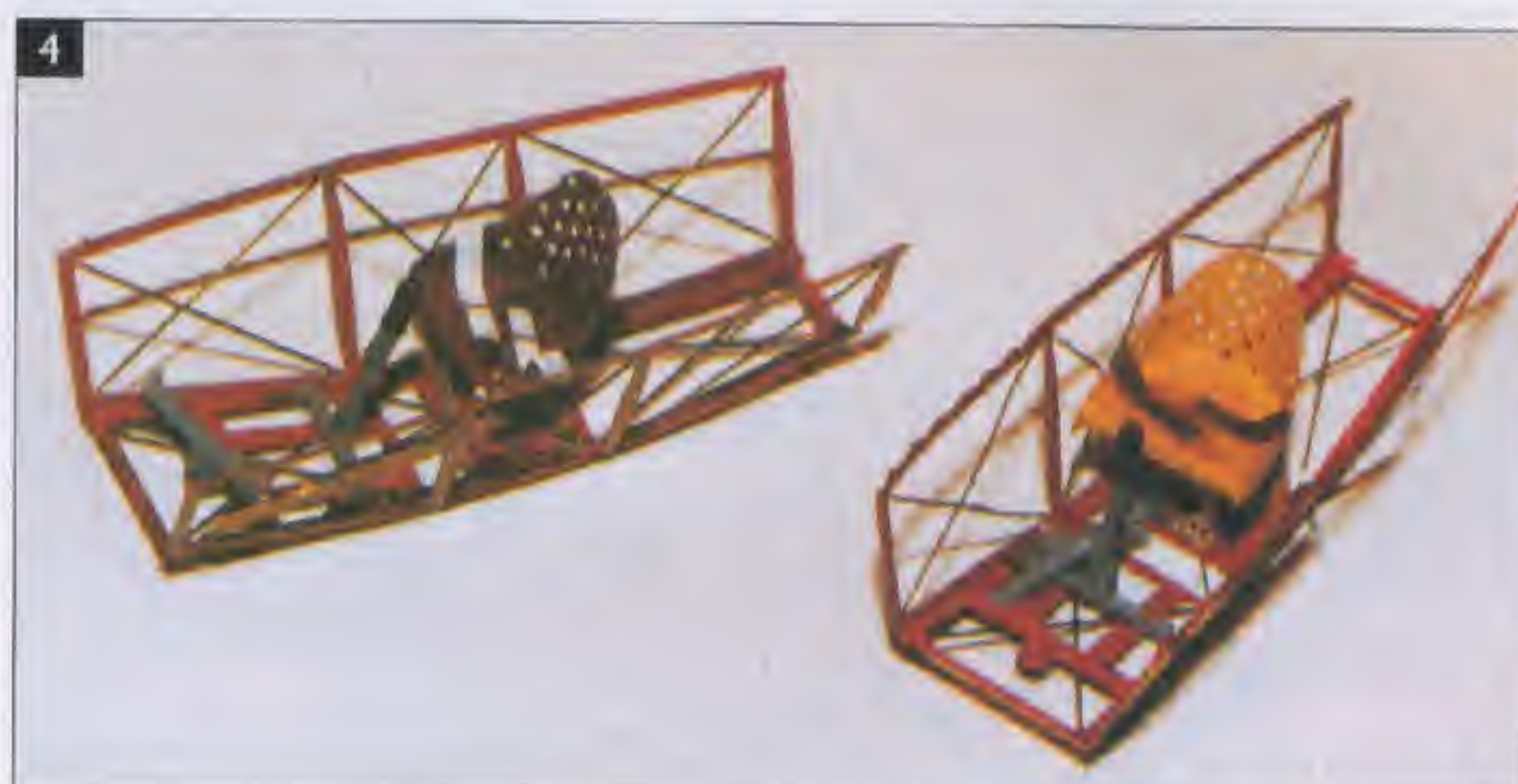
Georgian defected to the Polish side and took part in the 1919-1920 war. Initially Gilewicz flew the same Nieuport with the Diana motif, serving with the 6th and later with the 5th Squadron (eventually as commander of this latter unit), until the aircraft was damaged in February 1920. It never flew again during the war, but was later restored to flying condition and with a new 120hp Le Rhône engine and thus becoming Gilewicz's private aircraft. It later served as a civil (SP-ACU) Aeroclub aircraft, until the beginning of 1930s and it was the last Polish Nieuport fighter withdrawn from service.

The stories behind the Nieuport 17 C1 and 21 E1 are less spectacular, the former (No.6176) being captured on the Southern Front on 8th July 1919, while a defecting pilot supplied the latter No.4227 to the Polish side on 29th April 1920. The Nieuport 21 E1 was the only training (thus E, French for Ecole) version captured.

The Models

The prolific Choroszy Modelbud have released no less than eight Nieuport fighters in different configurations. These include two Japanese license-built Army Type Ko-3 fighters on wheels and skis. The other six are: Nieuports 17bis C1, 24





Choroszy & the Nieuport

As already stated Choroszy have made a mass of Nieuport fighters in 1/72nd scale, so here is a full list of those produced to date

Nieuport 17 CI

Scale: 1/72nd
Kit No: A74
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin
Decal Options: 2
Manufacturer: Choroszy Modelbud
UK Importer: Check Aeroclub for price and availability

Nieuport 17bis

Scale: 1/72nd
Kit No: A42
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin
Parts: Resin 43
Decal Options: 2
Manufacturer: Choroszy Modelbud
Obtain in UK via: Aeroclub

Nieuport 24

Scale: 1/72nd
Kit No: A43
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin
Parts: Resin 43
Decal Options: 2
Manufacturer: Choroszy Modelbud
Obtain in UK via: Aeroclub

Nieuport 24bis

Scale: 1/72nd
Kit No: A42
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin
Parts: Resin 43
Decal Options: 3
Manufacturer: Choroszy Modelbud
Obtain in UK via: Aeroclub

Nieuport 25

Scale: 1/72nd
Kit No: A45
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin
Parts: Resin 37
Decal Options: 1
Manufacturer: Choroszy Modelbud
Obtain in UK via: Aeroclub

Nieuport 27

Scale: 1/72nd
Kit No: A46
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin
Parts: Resin 37
Decal Options: 2
Manufacturer: Choroszy Modelbud
Obtain in UK via: Aeroclub

Nakajima Army Type Ko-3

Scale: 1/72nd
Kit No: A47
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin
Parts: Resin 32
Decal Options: 2
Manufacturer: Choroszy Modelbud
Obtain in UK via: Aeroclub

Nakajima Army Type Ko-3 'Ski'

Scale: 1/72nd
Kit No: A48
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin
Parts: Resin 32
Decal Options: 2
Manufacturer: Choroszy Modelbud
Obtain in UK via: Aeroclub



15



C1, 24bis C1, 25 C1, 27 C1, and (released too late for my project) the most popular version, the Nieuport 17 C1. All of them are high quality cast resin kits, with decals and clear instructions and all are packed within the standard card boxes adorned with colour profiles of aircraft. Of special note is the execution of the fabric covered flying surfaces and fuselage, which is hardly ever achieved to this level in plastic.

Construction

I decided to build all four models at the same time, stage by stage. In addition to the kits I used SP-Decal sheet #7211A, which carries decals for all the colour schemes I wanted to depict! The decals and the kit decals are shown in Photo 1. As you can see they duplicate each other but I think that SP-Decals are more accurate, although not without their flaws. The most evident is the Diana which, due to printing technology limitations, consists of many colour dots, all of which are far too big to be acceptable in 1/72nd scale. I therefore had to hand paint over it carefully with different shades of Flesh (See Photo 2). Note that there was only one Diana applied to the starboard fuselage side, not two (one on each side) as provided by both the kit and SP-Decal sheets!

Shortly before this article was sent to the Editor, and long after I built the models, the Kagero booklet in a new series called 'Famous Airplanes' arrived. This booklet covers the Nieuports 1 to 27 and includes a decal sheet for no less than seven machines, including four Polish, in both 1/72nd and 1/48th scales. Three of the Polish colour

schemes are, once again, repeated on the sheet with only the Diana Ni 24bis missing (See Photo 1A).

I started with cockpit interiors and equipment. First I gathered four seats and belts sets which came from various photo-etched sets from the likes of Tom Modelworks and Eduard. I selected each having first studied photographs in my references. Each was of a different shape and colour and the final selection can be seen in Photo 3.

For the Ni 17 and Ni 21, which had flat fuselage sides, I also used PART photo-etched sets that were produced some time ago for the Toko Nieuport 11 and 16 kits. These were especially useful in relation to the fuselage structure and cockpit floor. Their use, in the early phase of the cockpit construction, are shown in Photo 4.

As already mentioned, I started this project before Choroszy released their Nieuport 17 C1 kit, so for the Nieuport 17 and 21 models I decided to use the fuselage halves from the well known (and ancient!) Revell kit. These were thinned and all that ugly fabric effect was removed. For the Ni 17 Revell's cowling was also used, having been corrected by means of inserting a 1mm width stripe inside the cowl's opening to reduce it, as it is too wide in diameter as supplied. For the Ni 21, a cowling from a Toko Nieuport 16 was used, also corrected in accordance with reference drawings. Since the Ni 21 was practically a Ni 17 but with a 80hp Le Rhône engine, I used such an engine (#E014) from the Aeroclub range. All remaining parts were from the Nieuport 17bis C1 Choroszy kit.

16



Once the cockpit interiors for all the models were ready and inserted between fuselage halves, they were glued together, the seams were filled with putty and the lower wings, tailplanes, rudders and some struts were attached (See Photo 5). The models shown are from top left, clockwise: Nieuport 24 bis C1, Nieuport 24 C1 (white rudder), Nieuport 21 E1 (Toko cowling) and Nieuport 17 C1. To improve the fuselage details on the Revell parts I used Tom Modelworks inspection panels and steps etc. from their WWI French Interior Set #304 available from Aeroclub (See Photo 6).

On biplanes I usually do the paint work before the upper wings are attached to the model. There was no

exception this time either and the upper wings were painted and decaled (See Photo 7). Note variation in the type, size and location of the Polish national markings. Unfortunately some decals could not be found on any of the available decal sheets! This was the case mainly with the Ni 24 C1 whose national insignia had, in addition to the main contrasting outlines, thin red outlines (as used mainly on white painted areas) and these were found in my decal bank. The wings shown in Photo 7 are from top: Nieuport 17, 21, 24, 24bis. During the same painting session the paint was also applied to the main fuselages and these were decaled before smaller details like



wheels, propellers and machine guns (where appropriate) were added. The Nieuport 24 also had additional markings on the bottom part of upper wings, French style (See Photo 8), and these must be in place before the 'V' struts are glued in position and then upper wings attached to fuselage and lower wings (See Photo 9). Also the lower surfaces of the Nieuport 24bis tailplane had the elevator painted in white and red as seen in Photo 10.

The typical Nieuport tail skid is shown in Photos 10 and 11. Only the Ni 24 had a different style of tail skid and this is included in the Choroszy kit.

Three models were painted overall in silver (dope), while the Nieuport 21 E1 was dark olive green except for its silver undercarriage struts. The silver (dope) used for fabric covered areas was a mixture of acrylic Pactra colours of aluminium and light grey in a 8:2 ratio, giving a less 'silvery' appearance, as seen on contemporary photographs. The cowlings and metal inspection panels were painted with SNJ aluminium and highlighted by polishing, so that there is contrast between metal and the silver painted fabric/plywood areas.

Once the paints were dry I decaled all four models. For the Ni 17 I used



SP-Decal serial number 11.01 and proper size Techmod chessboards. For the Ni 21 all the decals were SP-Decal items. For the Ni 24 I used the SP-Decal devil with fork motifs, but repainted them all black instead of the curious red/yellow winged devils as provided on the decal sheet! For the Ni 24bis I used SP-Decal items and heavily retouched the Diana motif as already mentioned.

Only Nieuport 24bis C1s were armed, with one Lewis cal. 7.62mm machine gun, as seen in Photo 12. The machine gun on the Nieuport 24 C1 was therefore removed (See Photo 13). Note also the typical Nieuport 'one gauge' cockpit installation. Also the typical engine/propeller arrangement as seen in Photo 14. Only the Nieuport 21 E1 had its spoked wheels uncovered and these were made from proper diameter rubber 'O' rings and photo-etched spokes taken from an old PART set. Rigging was straightforward and was done with the use of thin steel wires. The addition of small items like the exhaust tubes and windshields etc. completed the models. The completed models can be seen in the photos: Nieuport 17 C1 (15), Nieuport 21 E1 (16), Nieuport 24 C1 (17) and the Nieuport 24bis C1 (18).

Conclusion

This was an enjoyable project to create four colourful aircraft. It was easy too, as most of the work stages were repeated for all four i.e. I prepared all the seats, engines wheels, wings etc. at the same time and in the same way. I'm absolutely convinced that building them separately would have taken much more time. Had I had that new Nieuport 17 C1 from Choroszy at hand during construction, life would have been even easier!

Wojciech Butrysz

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photo album

by Bill Coffman

Focke-Wulf Fw 190F-8

The subject of this feature is the Focke-Wulf Fw 190F-8 currently owned and displayed at NASM, Washington, USA. The machine is shown here at various dates, and in the numerous locations it has been displayed by NASM. Today I believe its current location is the new NASM facility at Dulles Airport

All photographs ©Spitfire Studio, W. Coffman



The squat stance of the Butcher Bird is well illustrated here



A view of the starboard undercarriage door. Note the two SC50 bombs on racks under the wing



Close-up of the port undercarriage leg assembly



Nice close-up of the propeller, armoured fan and engine area



Overall view of the starboard undercarriage area. Note the centreline bomb rack and the cannon protruding from the inboard leading edge of the wing



Overall view of the cockpit area. Note the shape of the head armour support. The yellowish coloured line in the side glass of the windscreen is an electrical heating element for demisting

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photo album

by Richard A. Franks and Brian A. Marshall

Two rarities at Flying Legends

The annual Flying Legends event was held at Duxford over the weekend of the 10th & 11th July 2004. As usual it was held in perfect weather, the IWM always seems to be lucky on this score, and there were a large number of aircraft in attendance. For most though there were two machines that took the spotlight, the newly restored Bell P-39Q Airacobra owned and operated by Duxford-based Fighter Collection, and a Polikaprov I-15bis which had been brought over from Russia especially for the event by its owner and pilot. As both types are readily available in kit form, we thought we would bring you some images of these two machines, as well as those of the other aircraft at this year's event.

Bell P-39Q-6-BE

This machine was built at Bell's main plant in Buffalo and delivered to the USAAF on 8th June 1943. It was operated in the South Pacific by the 82nd Tactical Reconnaissance Squadron and later by the 110th TRS before ending up as a source of spares to keep others flying at Tadj, It was SOC on the 21st May 1945. In 1974 Charles Darby and Monty Armstrong travelled to New Guinea and discovered the remains of this aircraft still in the long grass at Tadj, so they dismantled it and shipped it to New Zealand. Patched up for static display the aircraft was eventually sold to Don Whittington and moved to the USA in 1989, and in 1992 the aircraft was again sold, this time to the Museum of Flying at Santa Monica, California. There it received a partial restoration for static display, but in 1994 the entire collection was auctioned off and the aircraft was purchased by The Fighter Collection. The restoration to flying condition was undertaken by Fighter Rebuilders at Chino, California. With the help of various components sourced from around the world, plus various P-39 wrecks recovered from Russia, the aircraft was slowly rebuilt and took to the air for the first time on the 17th June 2004. On the 18th the aircraft was dismantled, crated and transported to the UK via sea.

The display of the aircraft at Flying Legends was a good one and went to show just how well this aircraft can be flown. It is quite small and very quiet in the air and it certainly is a lively performer. Today there is only one other airworthy P-39 in the world, and that is operated by the Commemorative Air Force at Midland in Texas, so if you want to see a real Airacobra, drop by Duxford where this machine can be seen most days in The Fighter Collection's hangar on site.



The P-39 has a 'car door' on each side



The nose leg on is long, but the wheel hub is extremely plain



The 'Brooklyn Bum 2nd'



As you can see the cockpit is almost directly in line with the wing leading edge and this gives the pilot superb forward and downwards visibility



The sit of the Airacobra is quite squat, and the main undercarriage legs seem very short



The big cannon protrudes through the spinner



The lack of an engine at the front allows the P-39 to have a very slender nose as well as that fragile looking nose oleo



The engine is placed directly behind the pilot and the carburetor air intake is situated on top of the dorsal spine



A very slender fighter. The cannon through the spinner is supplemented by two machine guns on top of the cowlings



Note the ram air intakes in the leading edges and the linkage for the inner undercarriage doors



Close look at the main oleo legs



above: The access to the cannon and ammunition bays is via where in a more conventional aircraft the engine would be. Note the huge cannon shells that are fed into the breech of the cannon



right: Here you can plainly see the air intake aft of the cockpit area

left: Closer look at the nose wheel doors



Polikarpov I-15bis

The aircraft on show at the event is unique, being the only complete airworthy example of its type in the world. The 'bis' in the title simply means second version or variant and the I-15 was itself a development of the earlier I-5. The I-15bis was a modified version of the initial I-15, which was not liked by the VVS and it was first test flown in early 1937. It featured fixed and spatted undercarriage, a larger engine (and cowling) and 1,104 were manufactured in 1938, with 1,304 in 1939 and the last 27 produced had the improved M-62 engine of 900hp. The type was replaced on the production line by the I-153 and production ceased in early 1939. By 1941 there were still over 1,000 I-15bis in the VVS, but by 1942 they were replaced in frontline service by the MiG-3, LaGG-3 and Yak-1.

Today the machine displayed at Flying Legends represents the only example of this type left and it was restored over a number of years in Russia from existing components by its current owner and pilot, himself a well-known stunt pilot.



The large spatted undercarriage



Twin flight wires are in evidence



The big M-25B radial engine and two-blade variable pitch propeller. Note the propeller boss and the shutter fitted to the engine cowling



The I-15bis in the hanger before being moved to the flightline



The tailplanes are heavily braced



The stance of the type is squat, but the undercarriage track probably means this machine is very stable on the ground



The massive sight seen fitted to the cockpit windscreen



The tailwheel looks as if it is solid



The elevators are quite large, with big trim tabs



The interplane struts are quite substantial and are not set vertically between the mainplanes



Behind the windscreen is the large Aldis-type sight as well as two ring and bead sights, one mounted either side of the main sight



The aircraft is pushed out to the flightline. The owner and pilot is the gentleman in the fawn-coloured outfit walking behind the tail



Alongside Shuttleworth's Lysander (and we all know how big a Lizzie is!), you get some idea of the size of the I-15bis. It is extremely short in the fuselage like most of Polikarpov's early fighters

Other aircraft on display



B-25J-20 of the Duke of Brabant Air Force, which we hear has been sold to a new owner recently



The Lockheed C-121C Super Constellation owned and operated by SCFA/CHS



Just one P-40 was present this year, the P-40M operated by The Fighter Collection



There were five Mustangs present, including one C-10 (of The Fighter Collection), two D-20s (Fighter Collection and The Aerial Museum) and two D-25s (OFMC and Rob Davies)



No less than four Hurricanes were at the event. These included the Mk IV of The Fighter Collection, the Mk XIIIs of the Historic Aircraft Collection and the Real Aeroplane Company and the Sea Hurricane Mk Ib from the Shuttleworth Trust



The Fighter Collection's P-47D-40 Thunderbolt



B-25D-30 operated by Vulcan Warbirds



No fewer than thirteen Spitfires were present, which included the Mk IIa (P7350) and PR Mk XIX of the BofB Memorial Flight [the Mk Vb was due to attend, but did not arrive], the Mk Vb (EP120) and FR Mk XIVe (MV293) of The Fighter Collection, Mk Vb (BM597) of the Historical Aircraft Collection, Mk Vb (AR501) of the Shuttleworth Trust, the PR Mk XI (PL965) of the Real Aeroplane Collection, HF Mk VII (MV154) of The Aerial Museum, LF Mk IXc (MH434) of the OFMC, LF Mk IXc (MK732) of the Royal Netherlands Air Force Historic Flight and the F Mk XIVe (RN201), LF Mk XIVe (TD248) and F Mk XVIII (SM845) of Historic Flying Ltd



Again there were fewer Skyraiders present this year, in fact just one, AD-4NA of Kennet Aviation



The BofB Memorial Flight also brought in their support aircraft in the form of a Dakota (RCAF S/No. 661) in the markings of Mk III, ZA947



There were not that many Corsairs this year in comparison with last, in fact there were just two: F4U-5NL owned by Claude Semindaaz and the Goodyear FG-1D of The Fighter Collection



The Fighter Collection had all their 'cats' present. Here you can see the F7F-3P Tigercat with the F8F-2P Bearcat...



The Shuttleworth Trust brought across their Lysander Mk IIIa...



...as well as their Gloster Gladiator Mk I



... while here are the FM-2 Wildcat and F6F-5K Hellcat



One of the star performers was the Lockheed I2A Electra Junior owned and operated by Bernard Chabbert. This was a beautiful machine which, by all accounts, nearly did not make the event due to the severe storms it encountered when coming across from France for the show



The Lockheed 12A Electra Junior



Lufthansa Traditionsflug brought across their Ju 52/3m once again this year and I saw it stooping around the skies of Bedfordshire (and flying right over my house) on the Thursday before the event. Seeing it in the air made you realise just how brave anyone was to fly that slow moving target into a war zone!



There were no less than seven D.H.89A Dragon Rapides at the event, six of which went up for a massed flypast



Also on display at the event, although not airworthy, was the Spitfire Prototype replica, now resplendent in its wartime camouflage



Lufthansa Traditionsflug also brought along their lovely little Bf 108



The programme stated that two B-17s would be at the event, but in the end only resident B-17G 'Sally B' was there. I suspect the Association Fortress Toujours Volant en France operated machine was either unserviceable or the bad wether experienced by the Junior Electra over France meant it was grounded




Two Bucker Bü 133C Jungmeisters were at the event, this is one...




...and this is the other



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book of the month

Junkers Ju 287 – The World's First Swept-Wing Jet Aircraft

by Horst Lommel

Price: £39.95 (\$49.95)

ISBN: 0-7643-2059-9

Publisher: Schiffer Publishing

Format: 220mm x 290mm, 224 Pages

Cover: Hardback with separate dust jacket

This is the latest in Schiffer's excellent series of specific aircraft history titles. This title not only looks at the Ju 287 as a design, but also looks at its eventual development in Russia as well as the whole concept of negative swept wings, swept wings and even the non-swept wing. The first chapter deals with the development that went behind the research of the concept of negative swept wings, with such types as the DFS 194 and Me 163. This is followed by a chapter that looks at Operation Stabo, the production of the Ju 287 by ex-Heinkel designer Heinrich Hertel. This is followed by a chapter that looks at the development of the Ju 287 as well as looking towards what later versions were being considered, like the He 343. Actual accounts of testing the Ju 287 V1 follow, with lots of black and white images of it during various stages of build and flight testing. The next chapter covers the testing of the V2 and this is followed by a chapter dealing with the V3 prototype and all other prototype versions. In this chapter the author includes images of the He 177 V38, which many have wrongly identified as an 'atomic



bomber', wherein fact it just tested the enlarged bomb bay of the production Ju 287. Chapters on the proposed use and the production version follow and the narrative then looks to the BMW 109-003 and Jumo 109-004 engines that would have been used by the Ju 287. The RATO system used is covered next and this is followed by a chapter looking at the Ju 287 and EF 131 in

model form. The development Type EF.131 is covered next and this is followed by a chapter that looks at the post-war testing of the only EF.131 in Russia. The narrative then looks at Ju 287 competitors in the form of the Me P.1107 & 1108, Horten Ho XVIII and He 343 (P.1068). Swept-wing projects associated with supersonic flight are covered next, with types like the DFS 346 (which was tested in Russia post-war), the Horten Ho XIII (Ho X), Lippisch LiP 13 and DM 1 and the Messerschmitt P.1101 V1. To conclude the period coverage, the penultimate chapter looks at the Junkers Ju 322 with its non-swept wing. The final chapter of this book looks to designs in the post-war period that included the negative wing, such as the HFB320 Hansa and Sukhoi S-37 Berkut.

This is a superb book, that covers the Ju 287 in great depth. It uses a mass of accounts from designers etc involved with its development and testing. The inclusion of additional information on other types is good and there are a number of flight manual illustrations even from types like the EF.131! This is a real must for all Luftwaffe fans

Our thanks to Schiffer and Bushwood Books for the review sample. All European and UK orders are dealt with by Bushwood Books (UK P&P is free, while all European orders are subject to a £5.50 postage charge), while all remaining orders can be sent directly to the publisher.

bookshelf

Naval Air Weapons Meet 1956-1959

by Angelo Romano

Price: €28.50

ISBN: 88-89392-00-2

Publisher: Model Publishing

Format: 210mmx297mm, 104 Page

Cover: Laminated Card

Naval Aviation Archive Volume 1

In 1956 The US Navy decided to establish an annual competition between specially selected Navy and Marine Corps squadrons. This book covers the history of the first four years of the Navy Air Weapons Meets and it features numerous colour and black and white photographs printed on good quality paper. The book starts with a biography of the photographer William L Swisher whose work is used in many of the photographs contained in this book. Bill's interest in United States Navy



aircraft photography started in the golden age of the late 1920s and includes some of his early photographs of the Boeing F2B-1 and Northrop BT1.

The next four chapters cover the

1956-59 weapons meets and contain illustrations of all squadrons participating and detail of the winning team members. The standard of these black and white photographs is truly outstanding with many being digitally enhanced for greater clarity. The next forty pages give histories of all the squadrons that attended the weapons meets from the 1950s to present day and include most of the colour content. This means that the book is illustrated with a wide range of aircraft including F-4 Phantom, F-8 Crusader, A-6 Intruder, AD-6 Skyraider, A-4 Skyhawk, A-7 Corsair, EA-6 Prowler, A-3D Skywarrior, RA-5 Vigilante, as well as the aircraft from the 1950s such as the FJ-4 Fury, F4D Skyray, F9F Cougar and F3H Demon.

The book is an interesting read

for anyone who likes the US Navy, as this era was the start of the most colourful period for US Navy markings. The highlights for me were the illustration of the FJ-4 Furies assigned to the utility squadrons in their striking engine grey, fluorescent orange and yellow target towing colour schemes. A photograph of seven of these aircraft shows the large amount of variation possible in a supposedly 'standard' colour scheme.

I am looking forward to the next two books from this publisher which will cover Carrier Air Wing 1 1938-73 and US Naval Aviation in Europe Volume 1 NAF/NSA Naples. If the new titles are as good as this one US Navy fans are in for a real treat!

Our thanks to Model Publishing for the review sample.

Flying Guns, The Modern Era

by A.G. Williams & Dr E. Gustin

Price: £29.95 (\$49.95)

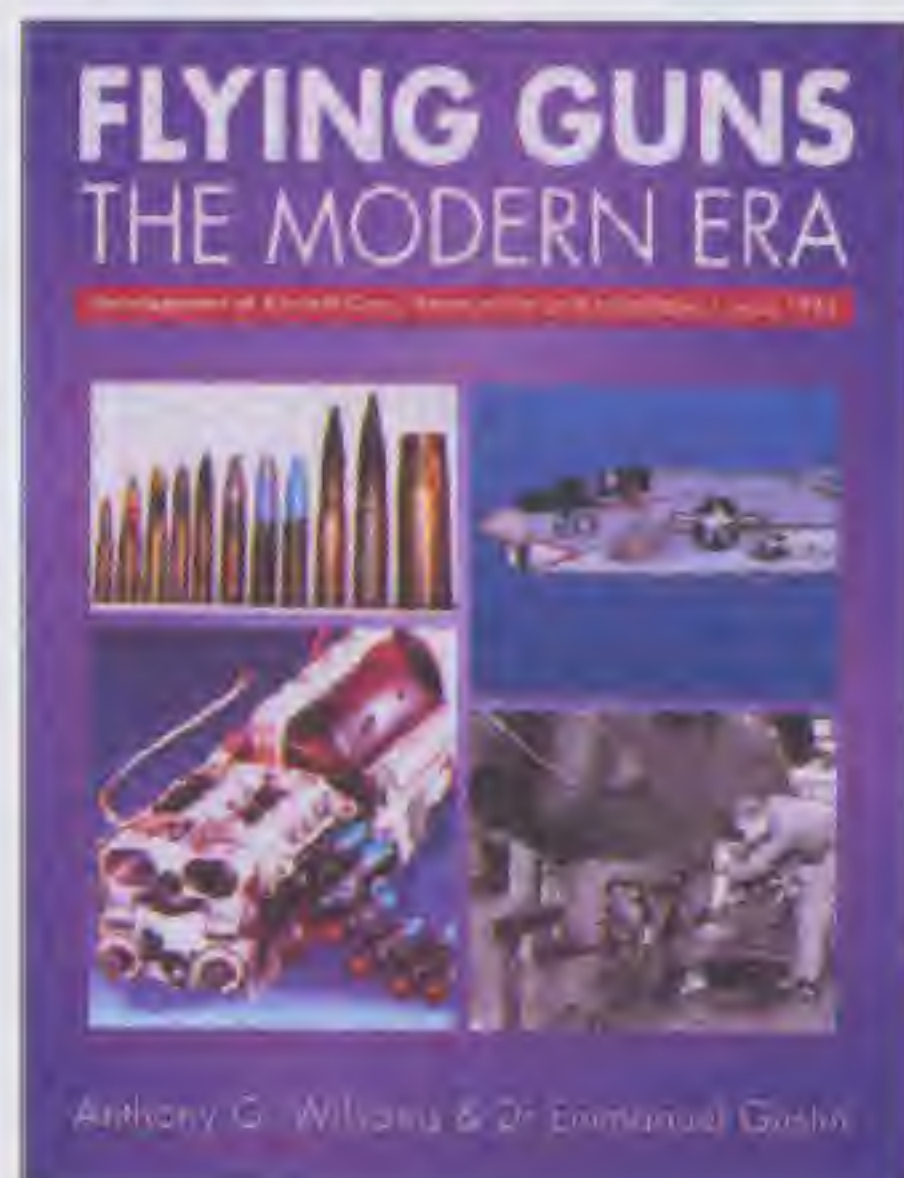
ISBN: 1-86126-655-3

Publisher: The Crowood Press

Format: 250mm x 195mm, 240 Page

Cover: Hardback with dust jacket

Many of you may recall the two-part set of books on WWII era guns and the single edition on WWI guns (See Vol.10 Iss.2), well now The Crowood Press have released a similar edition on modern-era weapons. The title looks at the development of aircraft guns, their ammunition and installation during the post-1945 period. The narrative has been split into seven main chapters and these deal with technical developments, early jets, the missile era, experience in combat; Korea and Vietnam and The East and the South Atlantic (two chapters), helicopters and trends and prospects. Each of these chapters is well illustrated with period black and white photographs as well as diagrams from official publications. Every nation's work is covered and many of the accompanying images show weapons installed into various aircraft types. The experience in combat chapters look at specific wars and the development of aircraft guns to meet operation demand. The second chapter includes conflicts and trouble-spots like Suez, India and Pakistan, the Yom Kippur war, Lebanon, Afganistan, the Falklands, the Iran-Iraq war and the Gulf wars. The book also contains six extensive appendices.



The first of these is an exhaustive list of armament fitment per aircraft type, then data on all the various ammunition types, followed by data on each gun, a selection of single side-view drawings of each gun type drawn to a constant scale, projectile colouring and a chart showing modern fighter gun effectiveness.

This is an informative title and one that many modellers will find useful. The technical data coupled with the photographic and diagrammatic information mean that it is ideal for modellers and aviation enthusiasts alike. If you have the previous three parts you now have (in theory) the entire history of airborne armament, which you will find extremely useful. Highly recommended.

Our thanks to The Crowood Press for the review sample.

books in brief

A6M2-N Rufe

by K. Janowicz

Price: £TBA

ISBN: 83-89088-42-8

Publisher: Kagero

Format: 170mm x

240mm, 36 Page

Cover: Laminated Card

Comment: This is the

fourth title in the

'Famous Airplanes'

series from Kagero. The narrative is split 50/50

on each page between Polish and English and it

charts the development and operational use of

the Rufe. As usual, Kagero have included an

extra item, in this case a sheet of decals that

offers a number of Rufe options in 1/72 and

1/48 scales. There are excellent colour side

profiles on the outside back cover as well as

more in the middle pages that give schemes for

eight aircraft in total.

This is another excellent title from Kagero, well

up to the high standard we all expect. It can be

recommended to all IJN/Af fans.



this role by No.2 (Army co-operation) and No.79 Squadron are both covered and this is followed by a look at the type's possible use as a bomber-interceptor armed with Fireflash missiles.

The title is backed up with lots of excellent images, some colour profiles in the centre pages, a huge number of personal recollections of operating and servicing the Swift and no less than five appendices listing technical, historical and performance data.

A real must for all early jet fans and our thanks to Pen & Sword for the review sample.

Mosquitopanik!

by Martin Bowman

Price: £19.99

ISBN: 1-85445-0025-9

Publisher: Pen & Sword

Format: 170mm x

240mm, 238 Page

Cover: Hardback with

separate dust jacket

Comment: The stories

relating to Mosquito

operations in WWII are

numerous and this

new title from Martin Bowman deals with the

specific aspects of the type's use against

Luftwaffe night raiders from 1942 right through

the war and onto the offensive in support of the

Allied advances after D-Day and until the end of

the war. The narrative has been written in

chronological order, starting with the use of the

Mosquito to stem the attacks by Luftwaffe

bombers involved in the Baedeker raids of

1942. The story then flows through the

following three years of war with the Mosquitos

use as a lone night fighter, by 100 Group,

pinpoint raids on such targets as Gestapo

headquarters and prisons, the offensive strikes

by FB Mk Vs, low-level operations over Europe

in advance and in support of the Allied invasion

forces and the final hunting of Luftwaffe aircraft

as well as ground-attack during the final stages

of WWI. All of this is set down stage by stage,

with first hand reports by those involved mixed

with an historical account of the events and

their effects in the overall war situation.

Photographs are limited to a couple of pages

towards the middle of the title, but the real

essence of it is the personal perspective the

people involved can give on what it was like to

fly the Mosquito.

A real must for all Mossie fans and our thanks to

Pen & Sword for the review sample.



Ilyushin Il-2 & Il-10 Sturmovik

by Y. Gordon & S. Komissarov

Price: £29.95

ISBN: 1-86126-625-1

Publisher: The Crowood Press

Format: 210mm x 297mm, 192 Pages

Cover: Hardback with dust jacket



This is the latest addition to the Crowood Aviation series. It follows the usual style and format used by this publisher, using mainly black and white photographs with the exception of eight pages of colour in a centre section. This colour section is a bit unusual for a Crowood title, as it consists of two pages of colour images and the rest is of modern colour side profiles of various machines, with six per page. The narrative text deals with all aspects of the development and operational use of the Il-2 and Il-10 series and starts with a background history that looks at predecessors and competitors to the Il-2. The next chapter covers the genesis and development of the Il-2 design, with useful images of the first

prototype. This is a big chapter and it deals with all aspects of the design, with good detail photographs of such areas as the cockpit, special armament etc. The third chapter takes a more detailed look at the operational combat use of the Il-2 in the VVS and again this section is full of very useful period black and white images. The next chapter includes details recounts of flying the Il-2

from various VVS pilots. Chapter five takes a very detailed look at the Il-2 and this is an extremely useful section as there are both diagrams and period photographs of aspects of the type that have not been covered in other titles on the type. Chapter six deals with the Il-2 and its use abroad and this is followed by a chapter looking at the Il-2's successor, the Il-10. Combat use of the Il-10 both during and after the war is covered next and this is followed by chapter that looks at the use of the type in the post-war period as well as another very useful 'technical' look at the type. The penultimate chapter looks at the Il-8, a heavyweight version of the Il-2 that never actually went into service, and the Il-16, the final version of the Il-2/Il-10 line. The final chapter takes a detailed look at Il-2 and Il-10 airframes preserved around the world and this is followed by an appendix that lists technical data etc for all versions of the Il-2.

This is another very good title in this series from Crowood. It offers a wealth of both historical and technical data and it can be most highly recommended to all fans of VVS aircraft.

Our thanks to Crowood Press for the review sample



German Air Projects 1935-1945 Vol.2

by Marek Rys

Price: £9.99

ISBN: 83-916327-07-0

Publisher: Mushroom Model Publications

Format: 112 Page, 165mm x 235mm

Cover: Laminated Card

This is second part to the title on German secret aircraft projects and follows on from our review of part one that appeared in the December 2003 edition (See Vol.9 Iss.12). It is in the same format as the previously mentioned title and all the text etc is in English. This narrative has been split into sections that deal with each specific manufacturer and the projects they considered during WWII. In this second part this therefore covers Heinkel, Henschel, Horten, Junkers, Lippisch, Messerschmitt and a number of other smaller companies. Each section combines a limited narrative with a number of line drawings/scale plans of each project type. Many of these descriptions also include technical data panels with various information on the projected specifications of each design. The last fifteen pages of this book are filled with computer-generated images of these machines 'in action'.



This is another very useful reference, full of interesting diagrams and those computer images. It can be highly recommended to all 'What If?' and 'Luft 46' fans.

Our thanks to Mushroom Model Publications for the review sample. UK/European modellers can obtain this title from the publisher while North American modellers can get copies from MMD and Australian modellers can purchase a copy from Platypus Publications.

North American P-50D/K Mustang

by Gerard Casius & Luuk Boerman

Price: £TBA (€12.95)

ISBN: N/A

Publisher: Dutch Decal

Format: 210mm x 295mm, 36 Page

Cover: Card

This is the second in a new series called Dutch Profiles that are produced by Dutch Decals. They deal with Dutch aviation subjects and this second title in the series looks at the North American P-51D/K Mustang. Unlike the first title in the series, this second one is in English and Dutch, split with the Dutch text on the left-hand pages and the English on the right. Photo captions are in both languages. The narrative charts the operational use of the P-50D & K by the RNethAF and RNEIAF. The text is informative and backed up with a large number of period black and white photographs. These include some usual images, like the photo-recce pod made specially for use under the wing of the P-51. The title is concluded with a section dealing with the camouflage and markings applied to the type, technical data for the P-51D/K and final a chart showing the registrations etc of RNEIAF P-51D/Ks.

Overall a very interesting book. The quality is excellent, although many may decry the flimsy paper



covers which I am sure will soon deteriorate and because it is just stapled together, will almost certainly work loose in time. Other than that, this is a book we can recommend to all. Please note that just 1000 copies of this book will be produced and that there is a 1/72nd and 1/48th scale decal sheet to go along with it. This sheet will be limited to just 150 worldwide and is available only directly from the publisher (€8.50).

Our thanks to Dutch Decals for the review sample. UK modellers can obtain this from any stockist of the Dutch Decals range.

Jagdstaffel 5 Volume 5

by G.K. Merrill

Price: £22.00

ISBN: 1-902207-68-8

Publisher: Albatros Productions

Format: 297mm x 210mm, 52 Pages

Cover: Laminated Card

This is the second part of Albatros Productions coverage of Jagdstaffel 5 and is in the same format as the first volume (See Vol.10 iss.8). This second part in their coverage of Jagdstaffel 5 deals with both the history of the unit, the pilots who flew in it and the aircraft they used. It is a combination of historical and reference title with a heavy emphasis on the colour and markings of the aircraft. There are over 40 period black and white photographs, all with extensive captions, and on top of that there are 11 pages of colour side profiles. These deal with the Albatros D.III and D.V Pfalz D.III, Bristol E.2b (captured), LVG C.V and Fokkers Dr.I and D.VII. There are also over 30 mono side profiles of Albatros D.III and D.Vs, which although restricted to just showing the fuselage markings, are very useful nonetheless.

This is an excellent 'special' from Albatros that is well written and illustrated. It is an ideal companion to the previous first volume and these are both currently available directly from Albatros both together for £40 (plus P&P).

Our thanks to Albatros



Productions for the review sample. UK modellers can obtain this title directly from the publisher, or via a number of specialist outlets.

Don't forget that the latest edition of Windsock International (Vol. 20 No.4 July/August 2004) is also now available from Albatros Productions. It features a superb article on the armament of the F.1 and 2F.1 Camel as well as offering a set of 1/72nd scale D.H.9A plans. It retails for £6.50 in the UK, so for more details contact Albatros directly.



The LVG C.II

by P.M. Grosz

Price: £10.00

ISBN: 1-902207-64-5

Publisher: Albatros Productions

Format: 297mm x 210mm, 32 Pages

Cover: Laminated Card

This is the latest Windsock Datafile, being the 106th title in that series. As with all titles within this range the narrative deals with the technical and service history of the chosen subject, in this case the LVG C.II reconnaissance biplane. It also covers the development and service use of the type and as always the narrative text is supported with a large number of period black and white images of these machines, all of which have extensive captions. The centre pages offer both 1/72nd & 1/48th scale plans of the type. The title concludes with a detailed look at the camouflage and markings applied to the type during its service career.

This is yet another excellent title from Albatros. The type has been covered in model form so if the subject aircraft is of interest to you



then I am sure you will find this title of considerable use. Of course, if you also have any or all of the others in the series, you will probably want this one as well!

Our thanks to Albatros Productions for the review sample. UK modellers can obtain this title directly from the publisher, or via a number of specialist outlets.

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events diary

2004

● October 2nd

Glasgow Model Show 2004

organised by Glasgow IPMS and Miniature Armour Group at the Kelvin Hall on Argyle Street

● October 2nd – 3rd

IPMS Belgium National Convention 2004

at the Oktoberhallen of Wieze, 20 km from Brussels. For more information visit www.ipms.be in late May or early June. Clubs, exhibitors or traders wanting an event file (to be sent around the same period) can forward their address to E: didier.waelkens@skynet.be or IPMS Belgium, Esdoornlaan 33, B-1850 Grimbergen, Belgium

● October 2nd – 3rd

Military Modellers Meet

the 7th annual event (formerly Maritime Modellers Meet) will be held at the Fleet Club, Halifax, Nova Scotia, Canada. For more info T: 902 490 5442 or visit www.accesswave.ca/~mmm01

● October 9th

Rushmoor Model Show

Shakespeare Road, Bedford. For more information contact Tony Issott, Silverlink 2B, King Street, Kempston, Bedfordshire MK42 8BN

● October 10th

Abingdon IPMS 7th Model Show

at Larkmead School, Faringdon Rd, Abingdon, Oxon. For further information please contact Simon Fisher on 01993 774034 or Steve Lovelock on 01235 815571

● October 10th

Model 2004

The Hurst School, Tadley, nr Basingstoke, Hants. For more details contact Keith Searle on 0118 9812254

● November 13th

North Surrey Open Day & Competition

Thomas Wall Centre, Benhill Avenue, Sutton, Surrey. For more information contact David Grummitt on 020 8688 9787, E: davidgrummitt942@hotmail.com or Nick Constantinou on 020 8688 3140, mobile 07866 149382

● December 5th

Midland Air Museum Xmas Model Show

For more details contact the Midland Air Museum, Coventry Airport, Baginbton, Warwickshire. CV8 3AZ. T/F: 024 76 301033

2005

● February 6th

Modelkraft 2005

Hosted by Milton Keynes Scale Model Club at the Bletchley Leisure Centre, Milton Keynes from 10.00am till 5.00pm. More details about Milton Keynes Scale Model Club and ModelKraft can be found on www.mksmc.co.uk

● March 19th – 20th

Model-Ex 2005

at Windmill School, Windmill Lane, Raunds, Northants. For more information contact Bob on 01933 312364 or Ray on 01933 680044

Events

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

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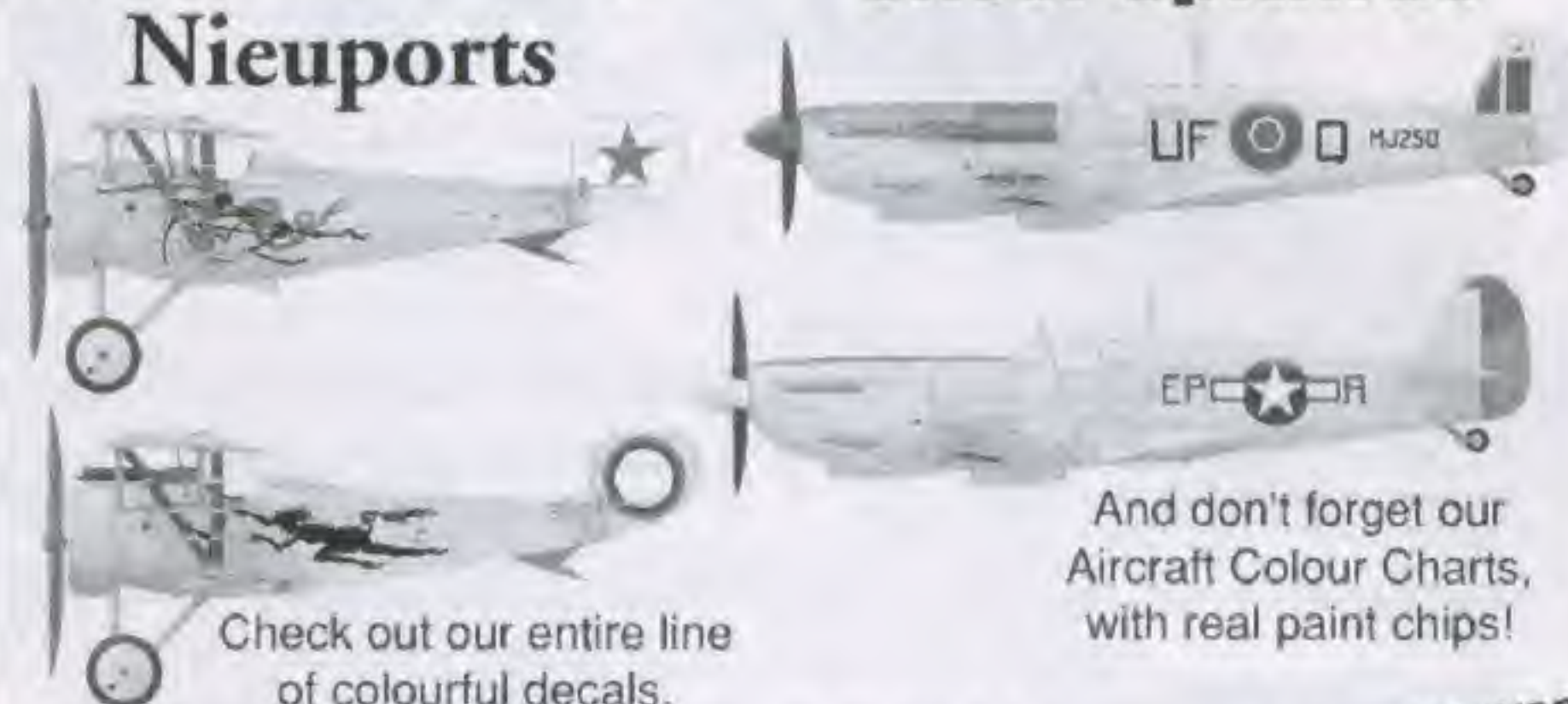
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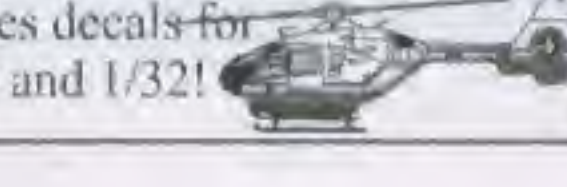
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feedback

Comments on D-Day Issue

Dear Sir,

As a person who has more than a slight interest in the Supermarine Spitfire, I read with great interest the article in *Scale Aviation Modeller Int.* (Vol.10 Iss.6) on the British D-Day markings. However I noted a few errors in Richard Caruana's article.



- FF-D, W3560: This aircraft is listed as a Mk Vb should in fact be listed as a LF Mk Vb. Most of the Mk Vs at this time also were rebuilt with the late elevators and stabilisers and six-stack exhausts.

- NX-B, MD183: This aircraft is a HF Mk VII and not a Mk VIII as

listed. Mk VIIIs were only used in the MTO, SEAC and the Pacific. Many Mk VIIIs were being used to escort USAAF bombers during entry and withdrawal. They had their extended wingtips removed and replaced with standard wingtips. They also had standard Fighter

Command camouflage applied, often with their original PRU blue undersides.

- EJ-C is a LF Mk IXc
- JEJ, MK392: Johnnie Johnson's aircraft was manufactured as a LF Mk IXc. It was converted to a LF Mk IXe sometime between 6/44

to 8/44. This aircraft was NOT a LF Mk IXb. No Spitfire existed with this designation, as it was redundant. First no Mk IX was built with a 'B' wing. This is a long standing urban myth. When the Spitfire Mk IX first started to reach squadron service, there were two versions produced. The first had a high-altitude Merlin installed. The second had a low to medium rated Merlin installed. At the squadron level the first (high-altitude) was called a Mk IXa and the second (low to medium altitude) was called a Mk IXb. This was done just to tell them apart at the squadron level. This designation appeared in some log books, and has become the urban myth it is. Later in the production run the RAF and MAP started to designate high-altitude rated Merlin-powered Spitfires as



HF Mk IXc, and the low-altitude versions as LF Mk IXc (and IXe, if equipped with an 'E' wing).

R. Bruce Archer
by email (Canada)

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Dear Editor,

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Janine Dren
Fundraising Manager
Roy Castle Lung Cancer Foundation
by email



P-47 Pilot's Identity

Dear Sir,

Enjoyed the P-47 article in the February edition. I am writing to correct the lack of credit as to the pilot of the P-47B profile, top of page 148, and the same ship shown in the photograph, top of page 153, when one of the squadrons was based at Mitchell Field, N.Y. In both cases the pilot was the renowned commander of the 56th FG, Lt. Col. (later full Colonel) Hubert 'Hub' Zemke.

Sometimes after he retired from active duty Hub moved to a small city about 20 miles from my current home. We were both members of the Order of Daedalians, a National fraternity of active duty and retired military pilots. Many of us got to know him very well and were on first name basis with him. He had been in my house many times, and I, in his. Many stories were exchanged during our frequent 'staff meetings' at lunch. Most sadly, Hub passed away just a few years ago.

It is hoped he will be remembered in your columns.

Lt. Col. Robert Staples (Ret.)
by letter

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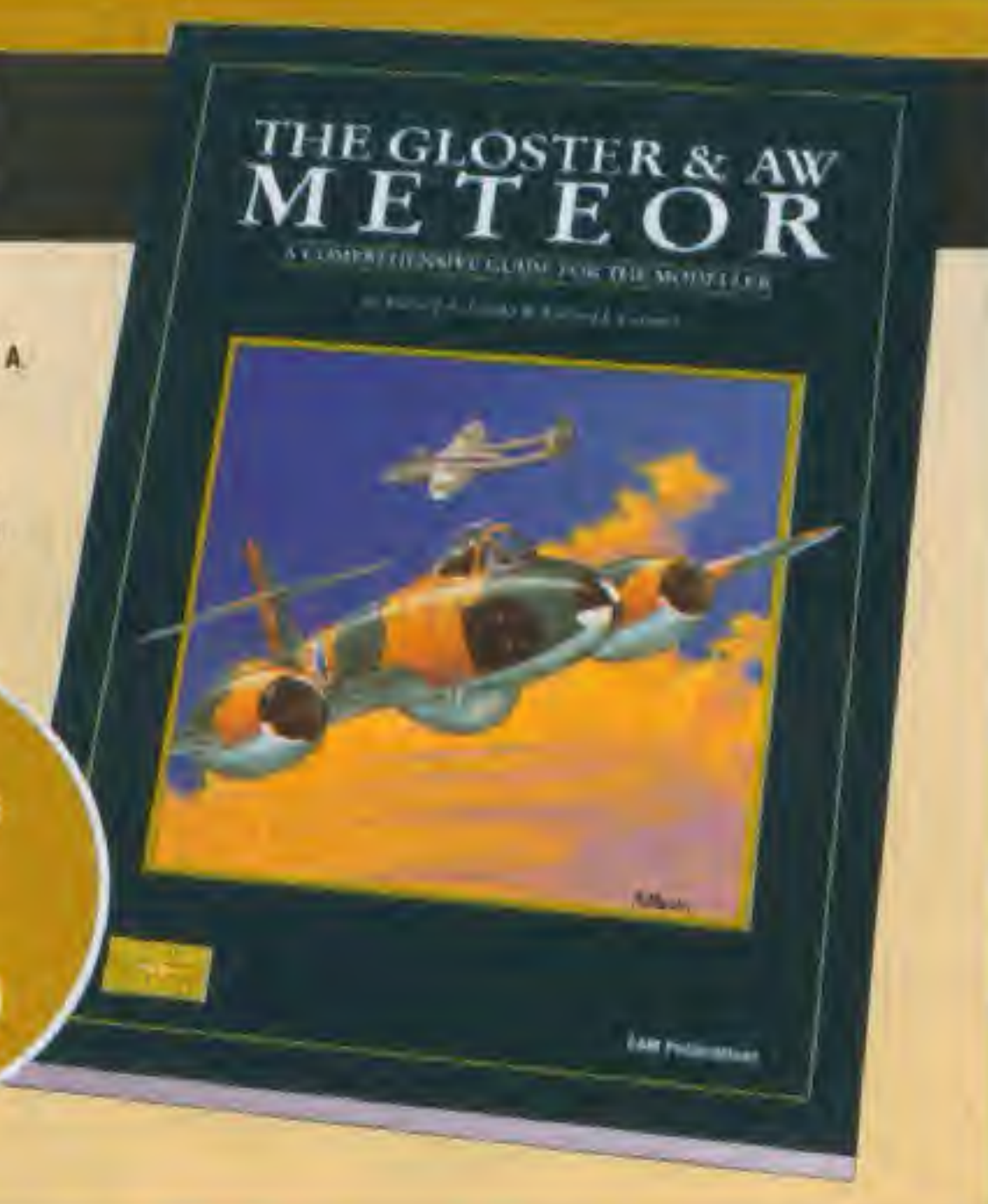
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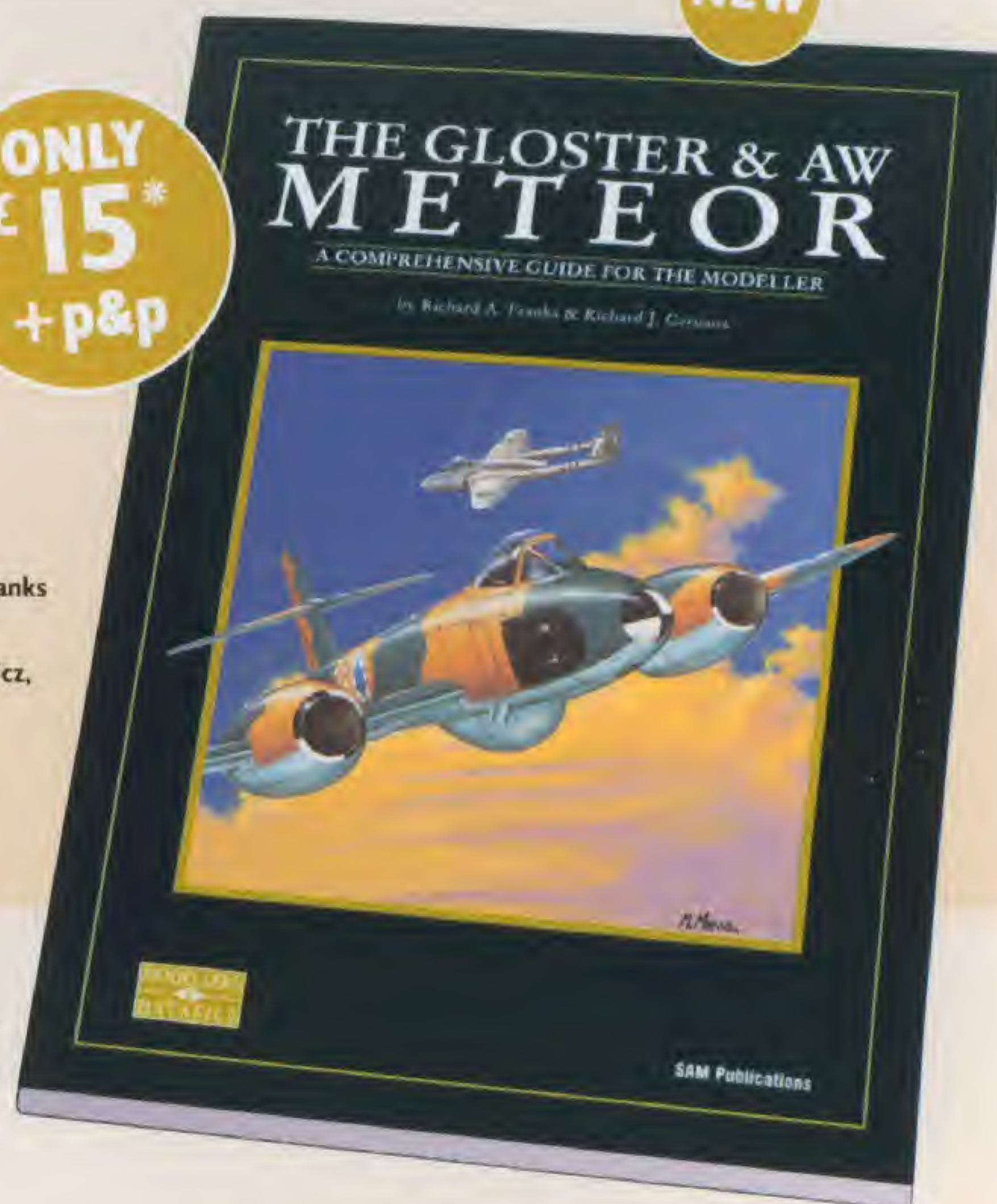
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